

Dictionary of American Naval Aviation Squadrons

Volume I

*The History of VA, VAH, VAK, VAL, VAP
and VFA Squadrons*

Roy A. Grossnick



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Mr. Grossnick resides in Chevy Chase, Maryland, with his wife, Mary, and daughter Maki.

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Foreword

GREAT CREDIT IS DUE TO ROY GROSSNICK and his expert staff in the Naval Historical Center's Aviation History Branch for initiating a new publication series entitled the *Dictionary of American Naval Aviation Squadrons*. The first volume of that series, which we are now publishing, includes approximately 140 histories and other data covering every squadron in the attack (VA) and strike fighter (VFA) communities from the time the first of these commands (VA-35) was established in 1934. This publication may be compared to the *Dictionary of American Naval Fighting Ships*, a nine-volume compilation of individual ship histories published by the Naval Historical Center between 1959 and 1991. Now, at long last, a basic reference work is under preparation that provides similar data for aviation commands.

Subsequent volumes in this series will cover other components of naval aviation. At the present time, the Aviation History Branch is preparing a follow-on volume containing histories of all patrol squadrons of the U.S. Navy. This task is in addition to the many other duties that office handles, including the writing of arti-

cles for *Naval Aviation News* and responding to an increasingly heavy load of official and unofficial requests for information on all aspects of aviation history.

History is a useful subject for the Navy for several reasons. Insofar as it represents the sum total of the Navy's experience, it is an essential subject for study by naval professionals. History also is a means of giving an account to the American people of the activities of their Navy. Finally, since history allows naval personnel to learn about the origins, achievements, and traditions of their commands and of the Navy as a whole, it is a powerful means to promote naval morale. The Navy's historians publish the first volume with all of these purposes in mind. We hope this volume will be of interest and use to the active-duty Navy and to many other individuals interested in this nation's rich naval heritage.

Dean C. Allard
Director of Naval History

Preface

THE *DICTIONARY OF AMERICAN NAVAL AVIATION SQUADRONS*, the first of a multivolume series, provides a brief history, by community, of every squadron the Navy has established since the evolution of the squadron concept in the post-World War I era. The information and format selected to tell the story of each squadron was developed from a pattern of common reference questions. The nature of the squadron data lends itself to a variety of formats for most entries in the squadron histories instead of a straight narrative style. The dictionary, written primarily for use as a reference work, states concise facts about each squadron that provide a better understanding of the contributions made by naval aviation squadrons in service to their country.

Naval aviation is primarily a twentieth century development and has become an important element of U.S. sea power. It is part of the technological revolution that has been the hallmark of the twentieth century. The aircraft, weapons systems and associated technical equipment, combined with the men and women assigned to the squadrons, are instrumental to its success.

Each squadron history begins with a lineage section that starts with the date of establishment. It also includes any redesignations and disestablishment date if applicable. The squadron's establishment date may be equated to a ship's commissioning and the history for a squadron or ship begins on that date. When a squadron is redesignated, there is no break in the history of that squadron. The history of a squadron covers the period from its establishment to its disestablishment, regardless of how many redesignations it undergoes. Redesignations can cause confusion when tracing the lineage of a squadron. For more information on how to trace squadron lineages, please refer to Appendix 5.

A short description and photograph for all officially approved insignia used by a squadron follows the lineage section. The chronology narrates the squadron's important operational events and developments. The

remaining six sections pertain to the evolutionary history of the squadron and includes listings of home port assignments, commanding officers, aircraft assignments, overseas deployments, air wing assignments and major unit awards.

This first volume covers the attack and strike fighter communities and includes VA (attack squadron), VAH (heavy attack squadron), VAK (tactical aerial refueling squadron), VAL (light attack squadron), VAP (heavy photographic squadron) and VFA (strike fighter squadron). Although VAK and VAP did not have a primary mission of offensive and defensive air-to-surface operations, they are included here because these squadrons operated attack-designated planes, such as the AJ-2 and the A-3 and its derivatives. The squadron histories in this volume cover only those squadrons that are currently designated VA or VFA or those that had the VA, VAH, VAK, VAL, VAP and VFA designations when they were disestablished. Any attack squadron redesignated VF, VS, RVAH, VAQ or VAW that did not revert back to VA is not in this volume. The lineage listing in Appendix 6 provides a cross reference list for all squadrons that may have had the VA, VA(AW), VAH, VA(HM), VAK, VAL, VAP and VFA designation.

Reserve squadron histories begin in 1970 following the reorganization of the Naval Air Reserve Force. Prior to that time reserve air squadrons were not permanently assigned aircraft. During weekend drills they used aircraft from their local naval air station. This pre-1970 organizational system, combined with the fact that these squadrons provided no permanent historical records, makes it difficult to trace its activities. Hence, histories on reserve squadrons prior to 1970 cover only those squadrons called to active duty and assigned their own aircraft.

Histories for active squadrons cover the period from establishment up through 1990, an arbitrary cutoff date. If a squadron was redesignated or disestablished after 1990, its history is updated to its redesignation or disestablishment date.

Most illustrations used in the book are official U.S. Navy photographs unless otherwise identified. If available, a photograph is included for each major type of aircraft operated by a squadron.

Extensive appendices not only provide additional statistical material but also help to clarify or explain the Navy's unique organization and use of acronyms or designations.

When drafting a reference work with such an extensive range of data, it is almost impossible to prevent errors. An exhaustive effort was made to check the

compilation of material presented in this book. When different sets of records or sources provided conflicting dates, I attempted to select the most accurate one based on my research. In some cases only a specific year could be determined. As the writer and major compiler of the data for this volume, I accept full responsibility for any mistakes or errors of fact or misinterpretations that may have occurred in the book, and I welcome any corrections.

Roy A. Grossnick

Acknowledgments

I CONCEIVED THIS BOOK AFTER eight years of working in the Naval Aviation History Office. A common request received by the office was for a complete history of a particular squadron. Realizing the need for a history of all naval aviation squadrons prompted the development of a format that would meet the requirements posed by the Navy and most people requesting information on a squadron. Using the *Dictionary of American Fighting Ships* as an example of an excellent primary reference source, I patterned my approach along lines similar to that series.

I am very grateful for the guidance and support provided by many individuals and organizations that were instrumental in making this book possible. The initial support I received from Captain Steven U. Ramsdell, USN (Ret.), former Director, Naval Aviation History and Publications Division, in getting this project off the ground was one of the keys to the successful completion of the book. He provided valuable comments in his reviews of the draft histories. His successors, Commander Stephen R. Silverio, USN (Ret.) and Commander Michael S. Lipari, continued in his footsteps, providing review recommendations as well as support for the project.

The personnel in the Naval Aviation History Office, Ms. Gwen Rich, Ms. Judith Walters and Mr. Steven Hill, were my prime supporters in writing the book. Special thanks go to Mr. John M. Elliott, retired historian from the office, for his recommendations, and providing the aircraft line drawings for Appendix 1, as well as other assistance in getting the book ready for publication. The staff from the *Naval Aviation News* Branch, filled the editorial role. The manuscript was reviewed several times by Mrs. Sandy Russell and Ms. Joan A. Frasher. Mr. Charles C. Cooney provided design support for the squadron format, as well as extensive photographic support.

I would also like to recognize Naval Historical Center offices that made their records available. First, and foremost, was the Operational Archives Branch. Mrs. Kathleen M. Lloyd and members of her Research and Reference Section, as well as Mrs. Judith W. Short, were always willing to make that extra effort to find the documents I needed for the book. Mr. John C. Reilly and

the Ships' Histories Branch was always there to provide documentation regarding a particular carrier. The staff of the Navy Department Library was particularly helpful when I reviewed their collection of cruise books. The Photographic Section of the Curator Branch, particularly Mr. Edwin C. Finney, Jr., was always responsive to my needs for particular aircraft photographs. The services provided by Ms. Sandra J. Doyle, the Naval Historical Center's senior editor, are also appreciated.

The advice, information and comments offered by personnel outside the Naval Historical Center warrant special attention. Mr. Harold Andrews, Captain Rosario (Zip) Rausa, USN (Ret.), and Captain Kenneth L. Coskey, USN (Ret.), reviewed sections of the manuscript and provided valuable recommendations. A very special thank you goes to Vice Admiral William P. Lawrence, USN (Ret.), a member of the Secretary of the Navy's Advisory Committee on Naval History, for reviewing the complete manuscript. Mr. Robert Lawson, past editor of *The Hook* magazine, has lent encouragement over the past six years and provided many photographs from his collection. Mr. Duane Kasulka, as well as many other individuals, also contributed photographs from their collections.

Dr. William J. Armstrong, historian for the Naval Air Systems Command, compiled and drafted the manuscript on aircraft data for Appendix 1. When writing the history of naval aviation, it is imperative that the technical aspects are included with the operational history. His contributions in Appendix 1 will help to amplify and clarify information regarding the specific aircraft operated by the Navy's aviation squadrons.

I would like to express my thanks to my wife, Mary, and daughter, Maki, for helping to assemble the book during its last stages before publication. I owe a debt of gratitude to Mr. John Grier, a design and typesetting specialist from the Government Printing Office, for his efforts in getting the book ready for the printer. For those I have not mentioned by name, let me say that your contributions are appreciated and are not forgotten.

Roy A. Grossnick

The Evolution of Aircraft Class and Squadron Designation Systems

NAVAL AVIATION HAS BECOME the forward element of America's ability to project its influence, at short notice, any place in the world. It is a product of the 20th century and reflects the massive technological developments and changes that have characterized this century. One reason for naval aviation's success has been its ability to change with the times and keep pace with innovations in technology. This, in turn, has made aviation squadrons a flexible tool that can adapt quickly to new missions or requirements.

This chapter will provide the background necessary to help understand the history and evolution of naval aviation squadron designations. The Navy has used over one hundred different squadron designations since the inception of the squadron concept. This figure does not include Marine Corps squadron designations. To further complicate the Navy's squadron designation system, many of the squadron abbreviations, such as VT, have had different mission functions during different time frames. As an example, the VT designation was used as an abbreviation for a Torpedo Squadron from the early 1920s and lasting until 15 November 1946 when the designation VT (Torpedo Squadron) was abolished. Then, on 1 May 1960, the use of the VT designation was reinstituted. However, this time the meaning and mission for VT was assigned as training and stood for Training Squadron (VT). This is just one example of the many changes that have occurred in the squadron designation system.

In order to more fully understand squadron designations, it is important to know the factors that played a role in developing the different missions that squadrons have been called upon to perform. Technological changes affecting aircraft capabilities have resulted in corresponding changes in the operational capabilities and techniques used by aviation squadrons. In the early period of naval aviation a system was developed to designate an aircraft's mission. Different aircraft class designations evolved for the various types of missions performed by naval aircraft. This became known as the Aircraft Class Designation System. The Squadron Designation System and the Aircraft Class Designation System are separate systems.

Yet, there is an inherent parallel relationship between the two systems whereby changes in the Aircraft Class Designation System have an effect on the Squadron Designation System. Both systems reflect the technological changes and mission developments in aircraft. Numerous changes have been made to both systems since the inception of naval aviation in 1911.

With the evolution of the squadron concept, a Squadron Designation System was developed to identify the specialized missions of various aviation squadrons using different types of aircraft. Since a specific class of aircraft identifies the type of mission performed by the squadron operating a particular aircraft class, an inherent parallel relationship occurs between the Aircraft Class Designation System and the Squadron Designation System. As an example, an aircraft designed and built primarily with a mission of dropping torpedoes, such as the World War II TBF Avenger, would normally be assigned to a squadron with a similarly designated mission, such as a Torpedo Squadron (VT). The TBF Avenger aircraft would fall under the VT class in the Aircraft Class Designation System.

The evolution of squadron designations may be seen by tracing the development of the Aircraft Class Designation System and the parallel changes in the Squadron Designation System. While tracing the evolution of the two designation systems in this introductory chapter, the primary emphasis will be placed on those designations related to carrier aviation. While reading this chapter various references will be made to the Aircraft Class Designation System, Designation of Aircraft, Model Designation of Naval Aircraft, Aircraft Designation System, and Model Designation of Military Aircraft. All of these references refer to the same system involved in designating aircraft classes. This system is then used to develop the specific designations assigned to each type of aircraft operated by the Navy. The F3F-4, TBF-1, AD-3, PBV-5A, A-4, A-6E, and F/A-18C are all examples of specific types of naval aircraft designations which were developed from the Aircraft Class Designation System.

In order to make it easier to understand the evolution and development of the Aircraft Class Designation

System and the Squadron Designation System, each system will be discussed separately in a chronological format. This will help to make comparisons and connections between the two systems and enable the reader to grasp the significant interplay between the two programs.

The Aircraft Class Designation System was developed first. Squadrons and the Squadron Designation System did not come into existence until the post-World War I period. The evolution of the Aircraft Class Designation System is as follows:

Aircraft Class Designation System

Early Period of Naval Aviation up to 1920

THE UNCERTAINTIES DURING the early period of naval aviation were reflected by the problems encountered in settling on a functional system for designating naval aircraft. Prior to 1920¹ two different Aircraft Class Designation Systems were used. From 1911 up to 1914, naval aircraft were identified by a single letter indicating the general type and manufacturer, followed by a number to indicate the individual plane of that type-manufacturer. Under this system:

“A” was used for Curtiss hydroaeroplanes
 “B” for Wright hydroaeroplanes
 “C” for Curtiss flying boats
 “D” for Burgess flying boats
 “E” for Curtiss amphibian flying boats

This system had been established in 1911 by Captain Washington I. Chambers, Director of Naval Aviation. The following is a list of the types of aircraft and their designations in existence from 1911–1914:

Aircraft Designation System, 1911–1914

A-1 Curtiss hydroaeroplane (originally an amphibian, and the Navy's first airplane)
 A-2 Curtiss landplane (rebuilt as a hydroaeroplane)
 A-3 Curtiss hydroaeroplane
 A-4 Curtiss hydroaeroplane
 B-1 Wright landplane (converted to hydroaeroplane)
 B-2 Wright type hydroaeroplane
 B-3 Wright type hydroaeroplane
 C-1 Curtiss flying boat
 C-2 Curtiss flying boat
 C-3 Curtiss flying boat
 C-4 Curtiss flying boat
 C-5 Curtiss flying boat
 D-1 Burgess Co. and Curtiss flying boat
 D-2 Burgess Co. and Curtiss flying boat

E-1 OWL (over water and land) (a Curtiss hydroaeroplane rebuilt as a short-hulled flying boat for flying over water or land and fitted with wheels for use as an amphibian)

A new Aircraft Class Designation System was established by Captain Mark L. Bristol, the second Director of Naval Aviation. He assumed the Director's position from Captain Chambers in December 1913. The new system was issued on 27 March 1914 as General Order 88, “Designation of Air Craft.” This system changed the original designation of the aircraft to two letters and a number, of which the first letter denoted class; the second, type within a class; and the number for the order in which aircraft within the class were acquired. The four classes set up on 27 March 1914 are as follows:

Aircraft Designation System, 1914–1920

Aircraft Classes

“A” for heavier-than-air craft. Within the “A” class:

L stood for land machines
 H stood for hydroaeroplanes
 B stood for flying boats
 X stood for combination land and water machines (amphibians)
 C stood for convertibles (could be equipped as either land or water machines)

“D” for airships or dirigibles

“B” for balloons

“K” for kites

Under this new system the A-1 aircraft (the Navy's first airplane) was redesignated AH-1, with the “A” identifying the plane as a heavier-than-air craft and the “H” standing for hydroaeroplane. General Order No. 88 also provided a corresponding link between the old aircraft designations and the new system: “The aeroplanes now in the service are hereby designated as follows:

A-1 became the AH-1
 A-2 became the AH-2
 A-3 became the AH-3
 B-1 became the AH-4
 B-2 became the AH-5
 B-3 became the AH-6
 C-1 became the AB-1
 C-2 became the AB-2
 C-3 became the AB-3
 C-4 became the AB-4
 C-5 became the AB-5
 D-1 became the AB-6
 D-2 became the AB-7
 E-1 became the AX-1”²

¹ Administrative Histories, Office of the Deputy Chief of Naval Operations (Air), Vol. III, Part 1, History of Naval Aviation (1898–1917), p. 120–121.

² United States Naval Aviation 1910–1980, NAVAIR publication 00–80P–1, 1981, p. 432.

Despite the phrase, “now in the service,” the A-1, B-1 and B-2 and probably the D-1 had ceased to exist before the order was issued.

The Early 1920s

In General Order 541, issued in 1920, two overall types of aircraft were identified and assigned permanent letters which have remained in effect since 1920. Lighter-than-air types were identified by the letter Z and heavier-than-air types were assigned the letter V. Within these two categories, various class letters were assigned to further differentiate the aircraft's operation or construction. Class letters assigned to the Z types were R for rigid, N for nonrigid, and K for kite. By combining the type and class designation, the different airships in the Navy's inventory could be categorized. As an example:

ZR referred to rigid dirigibles (airships)
ZN stood for nonrigid airships
ZK for kite balloons

The class letters assigned to the heavier-than-air vehicles covered a wider range and generally reflected the mission responsibilities of the aircraft classes. Class letters assigned to the V types were:

F for fighting
O for observation
S for scouting
P for patrol
T for torpedo
G for fleet (utility)

By combining the V designation for heavier-than-air vehicles with the class letters, the following aircraft class definitions were assigned in 1920:

VF for fighting plane
VO for observation plane
VS for scouting plane
VP for patrol plane
VT for torpedo and bombing plane
VG for fleet plane (most likely a general utility aircraft)

This class designation system for aircraft has continued to remain a functional system and is still used today. There have been many additions, deletions, and major changes to the system over the years but the concept has remained intact. The current naval aircraft inventory still lists VF, VS, VP, VG, VO, and VT aircraft classes. Three of these, VF, VP, and VO, still have the same definitions they were assigned in 1920. The VS, VG, and VT aircraft class designations now refer to antisubmarine (VS), in-flight refueling (VG), and training aircraft (VT).

The aircraft designation system established in July 1920 by General Order 541 was modified on 29 March 1922 by Bureau of Aeronautics Technical Note 213. It added the identity of the manufacturer to the aircraft

model designation. The aircraft class designations remained the same as those issued by General Order 541 (G.O. 541); however, besides the six aircraft classes listed in G.O. 541 (VF, VO, VS, VP, VT, and VG), an additional two classes were added to the aircraft class list. The two new aircraft classes were VA for Training Aircraft and VM for Marine Expeditionary Plane.³

The mid to late 1920s

Between 1922 and 1933, there were only a few modifications to the Aircraft Class Designation System. The Bureau of Aeronautics was established in July 1921 and, thereafter, made changes to the Aircraft Class Designation System. In response to a Secretary of Navy letter dated 13 February 1923, the Bureau of Aeronautics issued a Technical Note on 10 March 1923 that changed the VA designation for training aircraft to VN, dropped the VG designation, and added the VJ designation for Transport Plane.⁴ This was followed by the addition, in 1925, of the VX designation for experimental aircraft.⁵ The VX designation was dropped from the Aircraft Class Designation list in January 1927.⁶ In July 1928, the VM designation was dropped and the VJ designation was changed from Transportation Plane to General Utility. Two new designations were also instituted, VB for bombing and VH for ambulance.⁷ A new aircraft class was added in July 1930 and designated VR for transport aircraft.⁸ This VR designation has remained in effect for transport aircraft since 1930.

The 1930s

Similar changes took place in the Aircraft Class Designation System during the early 1930s. By July 1933, there were ten aircraft class designations. This list did not vary much from those aircraft classes identified in the previous ten years. The aircraft class designations in July 1933 were as follows:

VB for bombing
VF for fighting
VH for ambulance
VJ for general utility
VN for training
VO for observation

³ Bureau of Aeronautics Technical Note 213, Type, Class and Model Designation of Airplanes, March 29, 1922.

⁴ Bureau of Aeronautics Technical Note No. 235, Type, Class and Model Designation of Airplanes, March 10, 1923.

⁵ Bureau of Aeronautics, Model Designation of Naval Aircraft SH-3, 1 January 1925.

⁶ Bureau of Aeronautics, Model Designation of Naval Airplanes SH-3C, 1 January 1927.

⁷ Bureau of Aeronautics, Model Designation of Naval Airplanes SH-3D, Aer-M-157-CRP, A9-11, July 1928.

⁸ Bureau of Aeronautics, Model Designation of Naval Airplanes, SH-3H, Aer-D-157, A9-11, 1 July 1930.

VP for patrol
VR for transport
VS for scouting
VT for torpedo.⁹

A major change was instituted to the Aircraft Designation System on 2 January 1934.¹⁰ Prior to 1934, aircraft classes had been established according to the primary mission the aircraft was to perform. The fact that many aircraft were capable of performing more than one mission was recognized in the revised system by assigning an additional letter to the previous two-letter aircraft class designation. In the new three-letter aircraft class designation, the first letter identified the type of vehicle, such as V for heavier-than-air (fixed wing) and Z for lighter-than-air. For heavier-than-air, the second letter identified the primary mission of the aircraft, using the same 10 letter designations listed in the above paragraph. The third letter indicated the secondary mission of the aircraft class, such as:

F for fighting
O for observation
B for bombing
T for torpedo
S for scouting

By assigning these five secondary mission letters to the primary aircraft letter designations, **seven new aircraft class designations were established:**

VBF for bombing-fighting
VOS for observation-scouting
VPB for patrol-bombing
VPT for patrol-torpedo
VSB for scouting-bombing
VSO for scout-observation
VTB for torpedo-bombing

On the eve of World War II, the Model Designation of Airplanes for 1 July 1939 was very similar to what had been identified in 1934. There were eleven primary aircraft class designations and six designations that included a secondary mission letter in its class designation. The 1 July 1939 Model Designation of Airplanes included the following Aircraft Class Designations:

Bombing (VB)
Fighting (VF)
Miscellaneous (VM)
Observation (VO)
Patrol (VP)
Scouting (VS)

Torpedo (VT)
Training (VN)
Transport (multi-engine) (VR)
Transport (single-engine) (VG)
Utility (VJ)
Observation-Scouting (VOS)
Patrol-Bombing (VPB)
Scouting-Bombing (VSB)
Scouting-Observation (VSO)
Torpedo-Bombing (VTB)
Utility-Transport (VJR)

World War II

The designation changes for the aircraft classes and squadron system during World War II and the immediate postwar period are identified in the Model Designation of Naval Aircraft, the Aviation Circular Letters, and in the Navy Department Bulletins.

By mid-1943, many new aircraft class designations had been added to the Model Designation of Naval Aircraft.¹¹ The additions included:

VA for ambulance
VBT for bombing-torpedo
VSN for scout-training
VL for gliders
VLN for training-gliders
VLR for transport-gliders
VH for helicopters
VHO for observation-helicopters
VD for drones
VTD for torpedo-drones and/or target drones
ZN for nonrigid airships
ZNN for nonrigid-training and/or utility airships
ZNP for nonrigid patrol and/or scouting airships

As the war progressed, more changes were made to the Model Designation of Naval Aircraft. In July 1944, a major change was instituted for the Aircraft Class Designation System. Naval aircraft were divided into **three main types identified by a letter:**

V for fixed wing vehicles (airplanes, gliders and drones)
H for rotary wing vehicles (helicopters)
Z for lighter-than-air vehicles (airships)

The three main types were then each subdivided into classes. The classes under the heavier-than-air fixed wing type (V) included:

VF fighters
VF(M) fighters (medium or 2 engine)
VSB scout bombers
VTB torpedo bombers
VO/VS observation scout

⁹ Bureau of Aeronautics, Model Designation of Naval Airplanes SH-3N, Aer-D-157, A9-11, 1 July 1933.

¹⁰ Model Designation of Naval Airplanes, SH-3O, Aer-D-157, A9-11 dated 2 January 1934, p. 1.

¹¹ Model Designation of Naval Aircraft, SH-3AK, Bureau of Aeronautics, July 1943, p. 1-2.

| | |
|---------|---|
| VPB(HL) | patrol bombers (heavy or 4 engine landplane) |
| VPB(ML) | patrol bombers (medium or 2 engine landplane) |
| VPB(HS) | patrol bombers (heavy or 4 engine seaplane) |
| VPB(MS) | patrol bombers (medium or 2 engine seaplane) |
| VR(HL) | transport (heavy or 4 engine landplane) |
| VR(ML) | transport (medium or 2 engine landplane) |
| VR(HS) | transport (heavy or 4 engine seaplane) |
| VR(MS) | transport (medium or 2 engine seaplane) |
| VJ(M) | utility (medium or 2 engine) |
| VJ | utility |
| VSN(M) | training |
| VSN | training |
| VN | training |
| VK | drones |
| VKN | drones (target training) |
| VL | gliders |
| VLN | gliders (training) |
| VLR | gliders (transport) |

The helicopter type (H) had the following classes:

| | |
|----|---------------------------|
| HO | helicopters (observation) |
| HN | helicopters (training) |
| HR | helicopters (transport) |

The lighter-than-air type (Z) had the following classes:

| | |
|-----|---------------------------------------|
| ZN | nonrigid airships |
| ZNN | nonrigid airships (training) |
| ZNP | nonrigid airships (patrol and escort) |

This July 1944 change to the Model Designation of Naval Aircraft was still in effect at the close of World War II and only a couple of additions had been made. They included:

VKC for assault drones
HJ for utility helicopters

Post World War II and the late 1940s

On 11 March 1946, a major revision was issued to the Class Designation of Naval Aircraft. Aviation Circular Letter Number 43–46 divided naval aircraft into four types and assigned a letter designation. They were:

V for heavier-than-air (fixed wing)
K for pilotless aircraft
H for heavier-than-air (rotary wing)
Z for lighter-than-air

Within the class designation for **V type aircraft**, the primary mission and class designation were as follows:

| <i>Primary Mission</i> | <i>Class Designation</i> |
|--|--------------------------|
| Fighter (destroy enemy aircraft in the air) | VF |
| Attack (destroy enemy surface or ground targets) | VA |
| Patrol (search for enemy) | VP |
| Observation (observe and direct ship and shore gun fire) | VO |
| Transport purposes | VR |

| | |
|-------------------|----|
| Utility purposes | VU |
| Training purposes | VT |
| Gliders | VG |

Within the class designation for **H type (rotary wing)**, the primary mission and class designation were as follows:

| | |
|----------------|----|
| Air-sea rescue | HH |
| Observation | HO |
| Training | HT |
| Transport | HR |
| Utility | HU |

Within the class designation for **K type (pilotless aircraft)**, the primary mission and class designation were as follows:

| | |
|--------------------------------|----|
| For attack on aircraft targets | KA |
| For attack on ship targets | KS |
| For attack on ground targets | KG |
| For use as target aircraft | KD |
| For utility purposes | KU |

Within the class designation for **Z type (lighter-than-air)**, the primary mission and class designation were as follows:

| | |
|-------------------|----|
| Patrol and escort | ZP |
| Air-sea rescue | ZH |
| Training | ZT |
| Utility | ZU |

This order provided that “no changes . . . be made in the model designation of aircraft already produced or in production, except that the mission letter of all BT class aircraft shall be changed to A.”¹² Thus, the SB2C and TBF/TBM aircraft remained in use until they were removed from the inventory, while the BT2D and BTM aircraft were redesignated as AD and AM. These aircraft were assigned to the new attack squadrons established in the latter part of 1946.

In 1947 a modification was made to CNO’s Aviation Circular Letter No. 43–46 of 11 March 1946 whereby a fifth class designation was added to the naval aircraft types. The new class designation was the **M type for Guided Missiles** and the primary mission and class designation were as follows:

| | |
|-----------------------|-----|
| Air-to-air | AAM |
| Air-to-surface | ASM |
| Air-to-underwater | AUM |
| Surface-to-air | SAM |
| Surface-to-surface | SSM |
| Surface-to-underwater | SUM |
| Underwater-to-air | UAM |
| Underwater-to-surface | USM |
| Test Vehicle | TV |

¹² Aviation Circular Letter No. 43–46 of 11 March 1946, OP–517–B1–EPA–dml, serial 63P517, paragraph 10.

Since this volume of the *Dictionary of American Naval Aviation Squadrons* is dealing primarily with the attack community, the remaining discussion on the Aircraft Class Designation System will deal only with the V (heavier-than-air fixed wing) type and its sub-classes. In 1949 the V type was composed of the following classes:

| | |
|----------------|--------------------------------|
| VF Fighter | Air defense and escort |
| VA Attack | Surface and ground attack |
| VP Patrol | ASW reconnaissance and attack |
| VO Observation | Gunfire and artillery spotting |
| VR Transport | Air logistic support |
| VU Utility | Fleet utility support |
| VT Training | Basic and fleet training |
| VG Glider | |

The 1950s, 1960s, 1970s and 1980s

During the early 1950s several changes were made to the V (heavier-than-air fixed wing) type. The VG glider class was dropped and the following classes were added:

| | |
|------------|---------------------------------------|
| VS Search | Submarine search and attack (carrier) |
| VW Warning | Airborne early warning |

In 1953 the nine classes of the V type were further divided into sub-classes. The V type classes and sub-classes were as follows:

| | |
|----------------|--|
| VA Attack | Surface and ground attack |
| VA (Int'd) | Interdiction |
| VA (GS) | Ground Support |
| VA (AW) | All Weather and ASW |
| VA (W) | Air Early Warning and ASW |
| VA (H) | Heavy |
| VF Fighter | Air defense and escort |
| VF (Int) | Interceptor |
| VF (Day) | Day, jet |
| VF (Day)(Prop) | Day, reciprocating |
| VF (AW) | All weather, jet |
| VF (AW)(Prop) | All weather, reciprocating |
| VF (P) | Photographic, jet |
| VF (P)(Prop) | Photographic, reciprocating |
| VF (D) | Drone control |
| VO Observation | Gunfire and artillery spotting |
| VP Patrol | ASW reconnaissance, mining and weather |
| VP (L) | Landplane |
| VP (S) | Seaplane |
| VP (MIN) | Mining |
| VP (WEA) | Weather |
| VP (Q) | Countermeasure |
| VR Transport | Air logistic support |
| VR (H) | Heavy landplane |
| VR (M) | Medium landplane |
| VR (S) | Heavy seaplane |
| VR (C) | Carrier |

| | |
|------------------|-----------------------------------|
| VS Antisubmarine | Submarine search and attack |
| VS | Search and attack |
| VS (S) | Attack |
| VS (W) | Search |
| VT Training | Basic, fleet and primary training |
| VT (Jet) | Jet |
| VT (ME) | Two-engine, reciprocating |
| VT (SE) | One-engine, reciprocating |
| VT (E) | Electronic |
| VT (Nav) | Navigation |
| VU Utility | Fleet utility support |
| VU (Gen) | General |
| VU (SAR) | Search and rescue |
| VU (Tow) | Tow |
| VW Warning | Airborne Early Warning |
| VW | Air early warning |

Between 1953 and 1960 there was only one change in the V class and a few modifications in the sub-classes. The VG class, for in-flight refueling tanker, was added in 1958. In 1960 the type letter for the heavier-than-air fixed wing class was still identified as "V", however, it was omitted from the acronym for the class designation. The class designations for the heavier-than-air fixed wing type and their basic mission were as follows:

| | |
|---|--|
| A | Attack |
| F | Fighter |
| G | In-flight refueling tanker |
| O | Observation |
| P | Patrol |
| R | Transport |
| S | Antisubmarine (for carrier-based aircraft) |
| T | Training |
| U | Utility |
| W | Airborne Early Warning |

In 1962 a major change occurred in the model designation for naval aircraft. The Department of Defense consolidated the aircraft designation systems of the Navy, Army, and Air Force. A new DOD (Department of Defense) Directive was established that designated, redesignated, and named military aircraft. Under the new system the V for heavier-than-air fixed wing types was dropped completely and a single letter was used to identify the basic mission of the vehicle. The basic mission and associated type symbols were as follows:

| | |
|-------------------|---|
| A Attack | Aircraft designed to search out, attack and destroy enemy land or sea targets using conventional or special weapons. Also used for interdiction and close air support missions. |
| B Bomber | Aircraft designed for bombing enemy targets. |
| C Cargo/transport | Aircraft designed for carrying cargo and/or passengers. |

| | |
|----------------------|--|
| E Special Electronic | Aircraft possessing ECM capability or installation having electronic devices to permit employment as an early warning radar station. |
| F Fighter | Aircraft designed to intercept and destroy other aircraft and/or missiles. |
| H Helicopter | A rotary wing aircraft designed with the capability of flight in any plane; e.g., horizontal, vertical, or diagonal. |
| K Tanker | Aircraft designed for in-flight refueling of other aircraft. |
| O Observation | Aircraft designed to observe (through visual/other means) and report tactical information concerning composition and disposition of enemy forces, troops, and supplies in an active combat area. |
| P Patrol | Long-range, all-weather, multi-engine aircraft operating from land and/or water bases, designed for independent accomplishment of the following functions: antisubmarine warfare, maritime reconnaissance, and mining. |
| S Antisubmarine | Aircraft designed to search out, detect, identify, attack and destroy enemy submarines. |
| T Trainer | Aircraft designed for training personnel in the operation of aircraft and/or related equipment, and having provisions for instructor personnel. |
| U Utility | Aircraft used for miscellaneous missions, such as carrying cargo and/or passengers, towing targets, etc. These aircraft will include those having a small payload. |
| V VTOL and STOL | Aircraft designed for vertical take-off or landing with no take-off or landing roll, or aircraft capable of take-off and landing in a minimum prescribed distance. |
| X Research | Aircraft designed for testing configurations of a radical nature. These aircraft are not normally intended for use as tactical aircraft. |
| Z Airship | A self-propelled lighter-than-air aircraft. |

The only type symbol not in use by the Navy from the above listing was the B for bomber aircraft. The O for observation aircraft was in the naval inventory but was used primarily by the Marine Corps.

Between 1962 and 1990 there were only two modifications to the listing of basic mission and aircraft type symbols in DOD's *Model Designation of Military Aircraft, Rockets and Guided Missiles*. These changes involved the addition of the letter "R" for Reconnaissance and the deletion of the Z type for Airships. The basic mission for the R type was an aircraft designed to perform reconnaissance missions.

Even though a consolidated DOD directive was issued on aircraft designations for the Navy, Air Force, and Army in 1962, the Navy continued to publish a listing of naval aircraft classes and sub-classes that differed slightly from the DOD directive. However, the Navy did follow the new procedures for designating its aircraft, as an example, the AD-5 Skyraider aircraft designation was changed to A-1E. The December 1962 issue of the *Allowances and Location of Naval Aircraft* lists the following classes and sub-classes for fixed wing aircraft (note the continued use of "V" as part of the class designation and the failure to change the VG class designation for air refueler to K, as listed by the DOD instruction):

| | |
|---------------------------|-----------------------------------|
| VF Fighter | |
| VF FB | Fighter-bomber |
| VF P | Photo Reconnaissance |
| VA Attack | |
| VA L | Light Attack |
| VA LP | Light Attack (Prop) |
| VA M | Medium Attack |
| VA H | Heavy Attack |
| VA P | Photo Reconnaissance (long range) |
| VA Q | ECM Reconnaissance (long range) |
| VA QM | Tactical ECM |
| VA QMP | Tactical ECM (Prop) |
| VS ASW (Carrier based) | |
| VP ASW Patrol | |
| VP L | ASW Patrol (shore based) |
| VP S | ASW Patrol (sea based) |
| VW Airborne early warning | |
| VW M | AEW Medium (carrier based) |
| VW H | AEW Heavy (shore based) |
| VR Transport | |
| VR H | Heavy transport |
| VR M | Medium transport |
| VR C | Carrier transport |
| VG Air refueler, heavy | |
| VT Trainer | |
| VT AJ | Advanced jet trainer |
| VT BJ | Basic jet trainer |

| | |
|----------|-----------------------|
| VT SJ | Special jet trainer |
| VT AP | Advanced prop trainer |
| VT BP | Basic prop trainer |
| VT PP | Primary prop trainer |
| VT SP | Special Prop trainer |
| VK Drone | |
| VK D | Drone control |

The only change to this listing occurred in 1965 with the addition of the VO class for observation. Between 1965 and 1988 there was no change to the aircraft class listing in the *Allowances and Location of Naval Aircraft*. However, there were numerous changes in the listing for the sub-classes. The final publication of the *Allowances and Location of Naval Aircraft* was March 1988.

On 2 May 1975, the Navy selected a derivative of the YF-17 as the winner of the Navy's VFAX competition for a new multimission fighter attack aircraft. The VFAX aircraft was designed to replace two aircraft in the Navy's inventory, the F-4 Phantom II and the A-7 Corsair II. This program was reinstituting an old Navy policy, whereby, multimission requirements for attack and fighter, be incorporated into a single aircraft. Fighter and light attack missions had previously been assigned to various types of aircraft, particularly in the period prior to World War II and also in the 1950s. The Navy was now reverting to an old policy and designing a plane with a dual capacity as a fighter and an attack aircraft to meet new multimission requirements.

The VFAX aircraft was initially assigned the F-18A designation. A new model designation F/A (strike fighter) was established and assigned to the aircraft in the late 1970s. The Navy accepted its first F/A-18 *Hornet* on 16 January 1979. The F/A designation was identified as a sub-class and listed under the VF class in the Navy's *Allowances and Location of Naval Aircraft*. Under the DOD model designation the F/A-18 designation is listed under both the A and F symbol designations as A-18 and F-18.

The 1990s

The following is a list of the Naval Aircraft Class and Sub-classes used in the 1990s:

| | |
|------------|-----------------|
| VF Fighter | |
| VF FA | Striker Fighter |
| VF FB | Fighter |
| VF P | Fighter |
| VA Attack | |
| VA L | Attack |
| VA M | Attack |
| VA H | Attack |
| VA P | Attack |
| VA Q | Attack |
| VA QM | Attack |

VS Antisubmarine

VP Patrol
VP L Patrol

VW Warning
VP M Warning
VP H Warning

VR Transport
VR H Transport
VR M Transport
VR C Transport
VR LJ Transport

VG In-flight Refueling

VO Observation
VO L Observation

VU Utility
VU L Utility
VU S Utility

VT Training
VT AJ Training Jet
VT SJ Training Jet
VT PP Training Prop
VT SP Training Prop
VT SG Training Jet

H Rotary Wing
H F Rotary Wing
H A Rotary Wing
H G Rotary Wing
H S Rotary Wing
H H Rotary Wing
H M Rotary Wing
H L Rotary Wing
H T Rotary Wing
H R Rotary Wing

VK Drones
VK D Drones
VK K Drones Jet

This ends the chronological section on the evolution of the Aircraft Designation System.

Squadron Designation System

THE SQUADRON DESIGNATION SYSTEM did not develop until after World War I. During the prewar and World War I period naval aviation and naval aircraft (excluding Marine Corps aircraft) were primarily aligned with shore-based commands. The majority of the operations were conducted by water-based aircraft assigned to naval air stations. Their primary mission was patrol. By the close of World War I the value of naval aviation as a military weapon had been demon-

strated on land and at sea. In the postwar period, to more fully utilize aviation's potential, it was necessary to extend its capabilities to operate with the fleet.

On 3 February 1919, Captain G. W. Steel, Jr., assumed command of Fleet Air Detachment, Atlantic Fleet. This marked the beginning of an aviation command within the fleet organization.¹³ From this beginning, the concept of aviation squadrons evolved into a permanent part of the fleet. In July 1920, the Secretary of the Navy issued two General Orders that played an important role in solidifying a position for naval aviation in the fleet and a role in its future operations. General Order Number 533 (series 1913) of 12 July 1920 "provided for the organization of naval forces afloat into the Atlantic, Pacific and Asiatic Fleets and for the formation of type forces with each fleet, designated as Battleship, Cruiser Destroyer, Submarine, Mine, Air, and Train."¹⁴ Aviation was now a distinct part of the fleet organization. General Order Number 541, issued 17 July 1920 and mentioned earlier in the discussion on the evolution of the Aircraft Class Designations, established the standard nomenclature for the designation of aircraft types and classes (the Aircraft Class Designation System), as well as other naval vessels. The following is a discussion on the evolution of the Squadron Designation System.

Early Period of Naval Aviation up to 1920

As mentioned earlier, squadrons and the Squadron Designation System did not exist during the early period of naval aviation.

The Early 1920s

Squadron designations were not immediately identified in the fleet organization after General Order 533 was issued in July 1920. The first known reference to a squadron-like organization in the fleet appears in September 1920 when Airboat Divisions 1 and 2 of Air Force, Atlantic Fleet are identified during their visit to Annapolis.¹⁵ In August 1921, reference was made to Torpedo Plane Squadron 5.¹⁶ This is the first known reference to an aviation squadron with a designation similar to those assigned to the aircraft classes in General Order 541. The "Annual Report of the Chief of the Bureau of Aeronautics for Fiscal Year 1922" emphasized the reorganization of the aviation forces in the fleet. During this reorganization, Air Force, Atlantic Fleet and Air Force, Pacific Fleet were redesignated Air Squadrons, Atlantic Fleet and Air Squadrons, Pacific

Fleet, respectively.¹⁷ The basis for the structure of aviation in the fleet became the aircraft squadron. The first evidence of these changes are found in the fleet organizational structure listed in the Navy Directory dated 1 January 1922. The different types of squadrons listed as being attached to the Atlantic and Pacific fleets are as follows:

Air Squadrons, Atlantic Fleet

Scouting Squadrons 1 and 2 (combined in December 1921 to form one squadron)

Torpedo Plane Squadron 1

Kite Balloon Squadron 1

Air Squadrons, Pacific Fleet

Spotting Squadrons 4, 3, and L-1

Combat Squadrons 4, 3, and L-1 (Spotting Squadron L-1 and Combat Squadron L-1 were not established during FY-22 due to lack of personnel)

Patrol Squadron 1

This is the first instance in which the entire fleet organization of aircraft squadrons is identified and, more or less, corresponds to similar aircraft classes listed in General Order 541. From this point on, there is a natural basis for the parallel association between the Squadron Designation System and the Aircraft Class Designation System.

The Chief of Naval Operations (CNO) issued the "Naval Aviation Organization for Fiscal Year 1923" on 17 June 1922. This document ordered the redesignation of Air Squadrons, Atlantic Fleet and Air Squadrons, Pacific Fleet to Aircraft Squadrons, Scouting Fleet and Aircraft Squadrons, Battle Fleet, respectively. The numbering of aircraft squadrons according to the ship squadron numbers was changed to a system of numbering all air squadrons serially in each class according to the order authorizing them to organize.¹⁸ The use of letter abbreviations to indicate the squadron mission and designation were listed in the "Naval Aeronautic Organization for Fiscal Year 1923." This is the first known record associating the abbreviated Aircraft Class Designations with the abbreviated squadron designations. The squadrons assigned to each fleet under this organization were as follows:

Aircraft Squadrons, Scouting Fleet

Scouting Plane Squadron 1 (VS Squadron 1)

Torpedo and Bombing Plane Squadron 1 (VT Squadron 1)

Kite Balloon Squadron 1 (ZK Squadron 1)

¹³ COMINCH U.S. Fleet letter of 7 February 1919.

¹⁴ United States Naval Aviation 1910–1980, NAVAIR publication 00–80P–1, 1981, p. 48–49.

¹⁵ CNO Daily Aviation News Bulletin, Op–15H–CCT of September 24, 1920.

¹⁶ U.S. Naval Aviation Operations Report for October 8, 1921, p. 7.

¹⁷ Annual Report of the Chief of the Bureau of Aeronautics for the Fiscal Year 1922, Washington Government Printing Office, 1922, p. 5.

¹⁸ Naval Aeronautic Organization for Fiscal Year 1923 issued by CNO ser 26983 of 17 June 1922.

Aircraft Squadrons, Battle Fleet

Torpedo and Bombing Plane Squadron 2 (VT Squadron 2)
 Observation Plane Squadron 1 (VO Squadron 1)
 Observation Plane Squadron 2 (VO Squadron 2)
 Observation Plane Squadron 3 (VO Squadron 3)
 Fighting Plane Squadron 1 (VF Squadron 1)
 Fighting Plane Squadron 2 (VF Squadron 2)
 Fighting Plane Squadron 3 (VF Squadron 3)

The mid to late 1920s

With the introduction of new types of planes in service and the formation of new squadrons, the Navy made modifications to its system of squadron designations. These changes continued to be issued as General Orders by the Secretary of the Navy, while the changes to the Aircraft Class Designation System were issued by the Bureau of Aeronautics as Technical Notes or later as Model Designation of Naval Airplanes. On 1 July 1927, a new system for designating aircraft squadrons was placed in effect.¹⁹ Under General Order 161, the designation system for squadrons used three categories to identify the squadron: **class designations**, **squadron identification numbers**, and **assignment letters**.

The first part of the squadron designation for heavier-than-air units used the following **class designations**:

VO for observation
 VF for fighting
 VT for torpedo and bombing
 VS for scouting
 VP for patrol
 VJ for utility
 VN for training
 VX for experimental

The second part of the squadron designation used squadron **identification numbers** within each class of squadrons. The numbers began with one and continued in numerical series for each class of squadrons.

The final part of the squadron designation used **assignment letters** to indicate what organization the squadron operated under. **Assignment letters** were as follows:

B for Battle Fleet
 S for Scouting Fleet
 A for Asiatic Fleet
 F for Fleet Base Force
 C for Control Force
 D for Naval District (to be followed by district number)
 M for United States Marine Corps
 R for United States Naval Reserve
 U for United States Fleet

By combining the **class designation**, **squadron identification number**, and **assignment letter**, the squadron designation would be obtained. For example:

VO-1B stood for Observation Squadron 1 in the Battle Fleet

VF-3S stood for Fighting Squadron 3 in the Scouting Fleet

VT-5D14 stood for Torpedo and Bombing Squadron 5 assigned to the Fourteenth Naval District

The lighter-than-air squadron designations were as follows:

Nonrigid Airship Squadrons: ZNO, ZNS, ZNP, and ZNN

Rigid Airship Squadrons: ZRS, ZRP, and ZRN

Kite Balloon Squadrons: ZKO and ZKN

None of the lighter-than-air squadron designations listed above were ever used by the Navy.

This change to the Squadron Designation System, as directed by General Order 161, may be seen in the listing of aviation squadrons published in the 1 April 1928 Navy Directory²⁰. The new squadron designations were as follows:

Fighting Plane Squadrons (VF-1B, 2B, 3B, 5B and 6B)
 Observation Plane Squadrons (VO-1B, 2B and 4B)
 Torpedo and Bombing Plane Squadrons (VT-1B and VT-2B)
 Utility Squadron (VJ-1B)
 Observation Plane Squadrons (VO-3S and VO-5S)
 Torpedo and Bombing Plane Squadron (VT-9S)
 Utility Squadron (VJ-2S)
 West Indian Aerial Survey (VJ-3S)
 Observation Plane Squadron (VO-11A)
 Torpedo and Bombing Plane Squadron (VT-5A)
 Experimental Squadron (VX-1D5)
 Training Squadrons (VN-6D5, VN-1D8, VN-3D8, VN-5D8, and VN-7D11)
 Utility Squadrons (VJ-4D5 and VJ-5D11)
 Torpedo and Bombing Plane Squadrons (VT-6D14, VT-7D14, and VT-8D15)
 Patrol Squadrons (VP-1D14 and VP-2D15)

A modification was made to General Order 161 on 28 September 1928.²¹ This amendment added B for bombing and VB in the class designation category. The aviation squadrons listed for the January 1929 fleet organization²² include two new squadron designations not identified in the 1928 fleet organization.

²⁰ Navy Director, Officers of the United States Navy and Marine Corps, April 1, 1928, published by Bureau of Navigation, U.S. Government Printing Office, Washington 1928, p. 128–133.

²¹ General Order 179 (series 1921) of September 28, 1928 (Amendment to General Order 161).

²² Navy Director, Officers of the United States Navy and Marine Corps, January 1, 1929, published by Bureau of Navigation, U.S. Government Printing Office, Washington, 1929.

¹⁹ General Order 161 (series 1921) dated March 5, 1927, System for Designation Aircraft Squadrons.

This listing included the scouting squadrons (VS) and bombing squadrons (VB). The new squadrons listed in January 1929 were:

Scouting Plane Squadrons (VS-1B, 2B, 3B, and 4B)
 Bombing Plane Squadrons (VB-1B and VB-2B)
 Scouting Plane Squadron (VS-5S)

The January 1929 fleet organization listing also removed some of the old squadrons that had been in the previous fleet organization listings. This was most likely the result of the redesignation of some squadrons and the disestablishment of others. VB-1B and VB-2B were most likely redesignated from VFs (Fighting Squadrons).

The squadron designations listed in the Navy's organization for 1928 and early 1929 correspond to almost all the aircraft class designations listed in the Model Designation of Naval Airplanes for January 1929.²³ Out of the nine aircraft classes listed there is only one aircraft class designation that does not have a corresponding squadron designation. The Navy did not have a squadron with the designation VH until 15 April 1944. VH-1 was the first squadron established as an Air-Sea Rescue Squadron. The use of the same functional designation for aircraft class abbreviations and squadron abbreviations demonstrated the close association between the two designation systems in the late 1920s.

The 1930s

On 15 May 1930, an update to the system for squadron designations was issued as General Order 202. It canceled General Orders 161 and 179 and became effective 1 July 1930. General Order 202 was almost identical to the previous two general orders. The only change was the removal of bombing from the torpedo and bombing class designation and assigning only torpedo as the functional designation for VT.

General Order 202 remained in effect until 13 May 1935 when another revision was made to the Aircraft Squadron Designation System.²⁴ General Order 33, effective 13 May 1935, made only one change to General Order 202. The C for Control Force as an assignment letter was deleted. There were no changes to the class designation or squadron identification numbering categories. Essentially, General Order 33 reaffirmed the Aircraft Squadron Designating System that had been instituted by General Order 161, modified by General Order 179 and consolidated by General Order 202.

After ten years of adhering to the same policy for squadron designations, the Navy canceled General Order 33 on 1 July 1937²⁵ and instituted a new System for Naming Aircraft Squadrons.²⁶ The new system issued 9 March 1937 and effective 1 July 1937, simply stated "Aircraft squadrons shall be named in accordance with their primary missions and differentiated as necessary by numbers and organization adjective." The functional designation of squadrons was assigned in accordance with the primary mission. The squadron designations promulgated by this CNO letter of 9 March 1937 were the same as those issued by General Order 33, plus the addition of transport as a new functional designation. The functional designations for squadrons issued by the 9 March 1937 letter were:

bombing (VB)
 fighting (VF)
 observation (VO)
 patrol (VP)
 scouting (VS)
 torpedo (VT)
 training (VN)
 utility (VJ)
 experimental (VX)
 transport (VR)

Under this new System for Naming Aircraft Squadrons, the squadron **letter designation** remained the same as the previous system; however, the **suffix lettering (assignment lettering)** was dropped and a major change was instituted for the numbering of aircraft carrier squadrons. The numbering system was revised to provide for:

1. numbering each carrier squadron according to the hull number of its carrier,
2. each battleship and cruiser squadron was to be assigned the same number as its ship division,
3. patrol squadrons were numbered serially without regard to their assignment.

The primary designations listed for the aircraft classes in July 1937²⁷ included all of the same designations listed by the CNO's letter of 9 March 1937 for squadron designations except for experimental (VX). Out of the ten designations for squadrons, nine were assigned to active units in the Navy as of September 1937.²⁸ The Bureau of Aeronautics' "Monthly Report, Status of Naval Aircraft" for July 1937 identified the following squadrons as being in existence (this list does not include Marine Corps or Reserve squadrons):

²⁵ General Order No. 94 of March 8, 1937.

²⁶ CNO letter OP-38-E-EMR VZ1/F40-1(370309) of 9 March 1937, System for Naming Aircraft Squadrons.

²⁷ Bureau of Aeronautics, Model Designation of Naval Airplanes SH-3V, 1 July 1937.

²⁸ Navy Directory, Officers of the United States Navy and Marine Corps, September 1, 1937, issued by Bureau of Navigation, U.S. Government Printing Office, Washington, 1937.

²³ Bureau of Aeronautics, Model Designation of Naval Airplanes SH-3E, Aer-D-157-CRP, January 1929.

²⁴ General Order No. 33 of May 13, 1935.

| | | | | | |
|---------|--------|--------|--------|--------|--------|
| VB-2 | VF-2 | VB-3 | VF-3 | VF-5 | VF-6 |
| VF-4 | VB-5 | VS-5 | VT-5 | VS-42 | VB-6 |
| VS-6 | VS-2 | VS-3 | VS-41 | VB-4 | VT-2 |
| VT-6 | VT-3 | VJ-1 | VP-16 | VP-17 | VP-14 |
| VP-3 | VP-6 | VP-8 | VP-9 | VP-11 | VP-12 |
| VP-5 | VP-10 | VP-4 | VP-7 | VP-15 | VJ-2 |
| VO-1 | VO-2 | VO-3 | VO-4 | VCS-2 | VCS-3 |
| VCS-4 | VCS-5 | VCS-6 | VCS-7 | VP-2 | VP-1 |
| VX-2D1 | VX-3D4 | VX-4D4 | VX-4D5 | VX-5D5 | VN-8D5 |
| VJ-4D5 | VN-1D8 | VN-2D8 | VN-3D8 | VN-4D8 | VN-5D8 |
| VJ-5D11 | | | | | |

The only designation not in use for squadrons at this time was the one for transport (VR). However, none of the three-letter Aircraft Class Designations (such as VBF, VOS, VPB, VPT, VSB, VSO or VTB) were used in the squadron designation system at this time. The separate but parallel relationship that exists between the system of naming aircraft squadrons and the designations assigned to aircraft classes is apparent. They serve separate purposes, yet, are so closely related in their requirements that they must be regarded as mutually supporting systems.

It is important to note paragraph 7 of the Chief of Naval Operation's letter of 9 March 1937; it states "Model designations of aircraft, published by the Bureau of Aeronautics, employ the same functional designations and corresponding letters (or combinations thereof to indicate secondary as well as primary functions) as are listed herein. These model designations, however, are distinct from and not to be confused with squadron names and abbreviations covered in the Order." The parallel relationship between the two systems is quite evident from this statement, as well as the confusion that develops when it is necessary to show the interdependence of the two systems (Aircraft Class Designation System and the Aircraft Squadron Designation System).

The 1 July 1937 change to the aircraft carrier squadron numbering proved to be a disaster during the massive World War II expansion of naval aviation. With the large increase in the number of aircraft carriers and air groups (with their assigned carrier squadrons), combined with the movement of air groups from one carrier to another, it became impossible to associate the air group's squadron numbers with the hull number of the carrier it was operating from during the war. The counterpart to this, the proliferation of aircraft class designations, with its many primary and secondary missions, subsequently led to many squadron designation changes during World War II and the postwar period. By reviewing the "U.S. Navy Squadron Designation and Abbreviations" listing in Appendix 4, the reader will be able to identify all the changes that occurred in squadron designations between 1942 and 1948 or at any other time frame in naval aviation.

The Squadron Designation System underwent changes similar to those previously mentioned in the Aircraft Class Designation System. A review of the changes in the Squadron Designation System will show the parallel developments between the two systems. In July 1939, a modification was made to the Squadron Designation System that was set up in July 1937. The modification standardized the numbering of patrol squadrons in reference to wings so that the first digit of a patrol squadron designation number became the same as the wing to which it was assigned. The Squadron Designation System that was set up in 1937, which numbered squadrons according to the hull number of its ship or division, became totally impractical during World War II. In early 1941 the squadron designations in use included the following:

- VF for Fighting Squadrons
- VB for Bombing Squadrons
- VT for Torpedo Squadrons
- VS for Scouting Squadrons
- VJ for Utility Squadrons
- VX for Experimental Squadrons
- VP for Patrol Squadrons
- VN for Training Squadrons
- VO for Observation Squadrons
- VCS for Cruiser Scouting Squadrons

World War II

During the early part of World War II many new squadron designations were established. The following new squadron designations became effective in 1942:

- ZP for Blimp Squadrons
- VGS for Escort Scouting Squadrons
- VGF for Escort Fighting Squadrons
- VR for Transport Squadrons

In late 1942 the Squadron Designation System setup in 1937, and modified in 1939, was discontinued. A new system was issued in January 1943 and became effective 1 March 1943.²⁹ According to this Navy Department Bulletin, all squadrons were numbered serially without regard to which carrier, battleship, cruiser, or shore station the squadron was assigned. The carrier squadrons that had VSB and VTB aircraft classes assigned were designated in this directive as VB and VT, respectively. Carrier-based dive bombing squadrons (VB) were numbered serially from 1 to 99 and torpedo squadrons (VT) from 1 to 65. There were no changes in the designations for these two types of squadrons under this new directive; however, as the war progressed, the VT squadron numbers increased

²⁹ SecNav Confidential Ltr (SC) A3-1/VV Serial 0104540 of January 2, 1943, Naval Aircraft Squadrons, Designation and Renumbering of, issued as Navy Department Bulletin C-19 of January 15, 1943, effective 1 March 1943.

from 65 and continued into the three-digit series.

Other squadron designation changes, effective 1 March 1943, included:

inshore patrol squadrons redesignated VS (scouting squadrons),
escort fighting squadrons (VGF) became fighting squadrons (VF),
escort scouting squadrons (VGS) redesignated composite squadrons (VC),
patrol squadrons operating land-based aircraft became bombing squadrons (VB) with three-digit numbers. This separated them from the bombing squadrons (VB) that were carrier-based and had two-digit numbers.

Squadron designations in existence in March 1943 were as follows:

| | |
|-----|---|
| VF | Fighting Squadrons |
| VB | Bombing Squadrons (carrier-based) |
| VB | Bombing Squadrons (Patrol Squadrons flying land-based aircraft) |
| VT | Torpedo Squadrons |
| VC | Composite Squadrons |
| VP | Patrol Squadrons |
| VS | Scouting Squadrons (included carrier and land-based) |
| ZP | Blimp Squadrons |
| VJ | Utility Squadrons |
| VR | Transport Squadrons |
| VD | Photographic Squadrons |
| VO | Observation Squadrons |
| VCS | Cruiser Scouting Squadrons |

Numerous modifications were made to this Squadron Designation System during the remainder of the war. On 1 October 1944, patrol squadrons (VP) and multiengine land-based bombing squadrons (VB) were redesignate patrol bombing squadrons (VPB). Additional new squadron designations in the Squadron Designation System during the latter part of World War II included:

| | |
|-----|-----------------------------------|
| VBF | Bombing Fighting Squadrons |
| VFN | Night Fighter Squadrons |
| VTN | Night Torpedo Squadrons |
| VOF | Observation Fighter Squadrons |
| VOC | Composite Spotting Squadrons |
| VE | Evacuation Squadrons |
| VH | Rescue Squadrons |
| VK | Special Air Task Force Squadrons |
| ZJ | Blimp Utility Squadron |
| VRE | Air Transport Evacuation Squadron |
| VRJ | Utility Transport Squadron |
| VRF | Ferry Transport Squadrons |
| VRS | Service Transport Squadron |
| VOS | Air Spotting Squadrons |

Post World War II and the late 1940s

In 1946, to complement the change in the Aircraft Class Designation System (or Class Designation of Naval Aircraft) instituted by Aviation Circular Letter Number 43-46, the Navy issued a major revision to its method of designating naval aircraft squadrons. On 22 July 1946, a Secretary of Navy letter established a new System of Squadron Designations to be effective 1 September 1946.³⁰ The Secretary of Navy letter was issued as Navy Department Bulletin 46-1543 of 31 July 1946; however, an All Navy Bulletin (ALNAV) 482-46 postponed the effective date of the Secretary of Navy letter. The redesignation of naval aircraft squadrons issued by the Secretary of Navy letter became effective on 15 November 1946 in accordance with Navy Department Bulletin 46-2123.³¹ The carrier squadron designations VB and VT were replaced by the designation VA for attack squadrons. This was the first use of the designation VA for attack squadrons. Squadron designations in existence as a result of the 15 November 1946 change were as follows:

| | |
|-------|--|
| VF | Fighting Squadrons |
| VA | Attack Squadrons |
| VCN | Night Composite Squadrons |
| VP-HL | Heavy Patrol Squadrons (landplane) |
| VP-ML | Medium Patrol Squadrons (landplane) |
| VP-MS | Medium Patrol Squadrons (seaplane) |
| VP-AM | Amphibian Patrol Squadrons |
| VPM | Meteorological Squadrons |
| ZP | Blimp Squadrons |
| VR | Transport Squadrons |
| VRU | Transport Utility Squadrons |
| VRF | Transport Ferry and Service Squadrons |
| VX | Experimental and Development Squadrons |
| VO | Observation Squadrons |
| VU | Utility Squadrons |
| VPP | Photographic Squadrons |
| VN | Training Squadrons |

With the establishment of attack squadrons, many of the old VT and VB squadrons were redesignated VA squadrons. The following is a list of VT and VB squadrons redesignated as attack squadrons on 15 November 1946:³²

VB-4 redesignated VA-1A
VB-74 redesignated VA-1B
VT-41 redesignated VA-1E
VT-58 redesignated VA-1L

³⁰ SecNav ltr Serial 203P517, OP-517-B16-EPA:ls of 22 July 1946.

³¹ Navy Department Bulletin 46-2123, Redesignation and Renumbering of Fleet Air Groups and Squadrons, Op-55-C-KB, Serial 3P55C of 31 October 1946.

³² CNO ltr Naval-Marine Aviation Unit Designations, History of, rest. serial 4184P33, A12-1 of 15 December 1947.

VT-4 redesignated VA-2A
 VT-74 redesignated VA-2B
 VT-42 redesignated VA-2E
 VB-3 redesignated VA-3A
 VB-75 redesignated VA-3B
 VT-3 redesignated VA-4A
 VT-75 redesignated VA-4B
 VB-5 redesignated VA-5A
 VB-17 redesignated VA-5B
 VT-5 redesignated VA-6A
 VT-17 redesignated VA-6B
 VB-18 redesignated VA-7A
 VT-18 redesignated VA-8A
 VB-20 redesignated VA-9A
 VT-20 redesignated VA-10A
 VB-11 redesignated VA-11A
 VT-11 redesignated VA-12A
 VB-81 redesignated VA-13A
 VT-81 redesignated VA-14A
 VB-153 redesignated VA-15A
 VT-153 redesignated VA-16A
 VB-82 redesignated VA-17A
 VT-82 redesignated VA-18A
 VB-19 redesignated VA-19A
 VT-19 redesignated VA-20A
 VB-98 redesignated VA-21A
 VT-98 redesignated VA-22A

The suffix letters attached to the above designations identifies the squadron's assignment to a particular type of carrier air group and its assignment to a Battle Carrier or Attack Carrier. The "A" suffix was for Attack Carrier assignments and the "B" was for Battle Carriers.

On 6 December 1946, VA-19A became the first fleet operational squadron to have an attack-designated aircraft assigned. The development of a single-seat airplane to execute the missions and functions of the VSB and VTB aircraft classes and the consolidation of these missions into attack squadrons, vice VT and VB squadrons, had finally evolved.

The last major overall change to the Squadron Designation System occurred on 1 September 1948. The VF and VA carrier squadrons were assigned two or three digit numbers. The first digit number was the same as the parent air group number. The suffix letters under the old system were dropped, as an example, VA-22A would have dropped the "A" letter at the end of the designation. Patrol squadrons reverted to the simple VP designation, instead of using the four separate designations of VP-HL, VP-ML, VP-MS, and VP-AM. Special designations for transport squadrons, such as VRF and VRU, became VR. Some VC squadrons became VAW to reflect their air warning mission. As a result of the 1 September 1948 change to the Squadron Designation System, the following squadron designations were in existence:

| | |
|-----|--|
| VF | Fighter Squadrons |
| VA | Attack Squadrons |
| VC | Composite Squadrons |
| VP | Patrol Squadrons |
| ZP | Blimp Squadrons |
| VU | Utility Squadrons |
| VR | Transport Squadrons |
| VX | Experimental and Development Squadrons |
| VO | Observation Squadrons |
| HU | Helicopter Squadrons |
| VAW | Carrier Air Early Warning Squadrons |

Numerous modifications have been made to the Squadron Designation System issued in September 1948, however, these changes have been made on a case by case basis. The Navy has not issued a major directive to change the Squadron Designation System since 1948.

The 1950s, 1960s, 1970s and 1980s

Since this volume of the *Dictionary of American Naval Aviation Squadrons* is dealing primarily with VA designations and its derivatives, the remaining discussion will deal only with those designations. Various modifications to the VA squadron designation occurred between 1946 and the present. Modifications to VA squadron designations included the establishment of VA(AW), VAH, and VAL squadron designations. The VAH designation was established in the mid-1950s to identify heavy attack squadrons which also had been VC (Composite) squadrons. Their primary mission was the delivery of nuclear weapons from carriers. The VA(AW) designation was also established in the mid-1950s to identify squadrons that were all-weather capable. The VAL (light attack squadron) designation was established during the Vietnam conflict and only one VAL squadron was established. Its mission was to provide surveillance and offensive operations in support of the river patrol forces based in South Vietnam, as well as air support for SEALs (Sea-Air-Land team) and combined U.S. Army, Navy, and South Vietnamese operations.

Numerous other derivatives of the VA squadron designation were established, including VAP, VAQ, VAW, VAK, and VA(HM); however, the primary mission of these squadrons did not involve an attack role. The most likely reason for the use of the VA in these squadron designations may have been because the initial aircraft used by or assigned to the squadrons was a modified attack aircraft.

The most recent modification to the VA squadron designation is the VFA designation. The evolution of the VFA (fighter attack and later strike fighter) squadron designation involved several traditional factors that have influenced aircraft and squadron design-

nations in the past, as well as the addition of certain economic and political aspects. The following are some of the factors that played a role in the creation of the VFA designation:

- increased cost factors surrounding the acquisition of F-14 Tomcats
- Congressional emphasis on achieving greater commonality between Navy and Air Force aircraft (particularly with regard to adopting a derivative of the Air Force's Air Combat Fighter, which involved a competitive flyoff between the YF-17 and YF-16 in the early 1970s)
- the Navy's need for aircraft with new performance, electronics, and weaponry technology to counter the progressively more sophisticated Soviet aircraft
- the Navy's need for an aircraft to replace overage and outdated tactical aircraft and maintain approved tactical force levels
- a need to provide a multipurpose aircraft capable of performing fighter, attack, and support roles, thereby, reducing the different types of aircraft required to be supported by the Navy, especially for those assigned to the carriers

On 13 November 1980, the Navy's first fighter attack squadron, using the VFA designation, was established as VFA-125. The squadron was established with the mission of training fighter and attack pilots to fly the F/A-18 Hornet. On 25 March 1983, VFA-designated squadrons were changed from fighter attack to strike fighter squadrons, but the VFA acronym remained the same.

The similarities between the Squadron Designation System and the Naval Aircraft Class System may be seen by making a final comparison between the two systems as they currently exist. The following is a listing of the current squadron designations:

| | |
|-----|---|
| VF | Fighter Squadron |
| VA | Attack Squadron |
| VFA | Strike Fighter Squadron |
| VAW | Carrier Airborne Early Warning Squadron |
| VS | Sea Control Squadron |
| HS | Carrier Helicopter Antisubmarine Squadron |
| HC | Helicopter Combat Support Squadron |
| HSL | Helicopter Antisubmarine Squadron Light |
| HM | Helicopter Mine Countermeasures Squadron |
| VP | Patrol Squadron |
| VR | Fleet Logistic Squadron |
| VRC | Fleet Logistic Support Squadron |
| VC | Fleet Composite Squadron |
| VQ | Fleet Air Reconnaissance Squadron |
| VX | Air Test and Evaluation Squadron |
| VXE | Antarctic Development Squadron |
| VXN | Oceanographic Development Squadron |
| VAQ | Tactical Electronic Warfare Squadron |
| VPU | Patrol Squadron Special Projects Unit |

| | |
|-----|--|
| VFC | Fighter Squadron Composite |
| VT | Training Squadron |
| HT | Helicopter Training Squadron |
| HCS | Helicopter Combat Support Special Squadron |

The basic mission symbols for military aircraft classes listed in the DOD Model Designation of Military Aerospace Vehicles for 1990 were as follows:

| | |
|---|---------------------------------|
| A | Attack |
| B | Bomber (not used by the Navy) |
| C | Transport |
| E | Special Electronic Installation |
| F | Fighter |
| O | Observation |
| P | Patrol |
| R | Reconnaissance |
| S | Antisubmarine |
| T | Trainer |
| U | Utility |
| X | Research |

In the Navy's last publication of the *Allowances and Location of Naval Aircraft* (March 1988) the aircraft class listing was as follows:

| | |
|----|---------------------|
| VF | Fighter |
| VA | Attack |
| VS | Antisubmarine |
| VP | Patrol |
| VW | Early Warning |
| VR | Transport |
| VG | In-flight refueling |
| VO | Observation |
| VU | Utility |
| VT | Trainer |
| VK | Drones |
| H | Rotary Wing |

The interplay between the two systems is evident from the comparisons presented. The "Naval Aeronautic Organization for Fiscal Year 1923" established the precedent for the corresponding relationship between Aircraft Class Designations and the abbreviated designations used for aircraft squadrons and their missions. From this point on, a parallel association can be drawn between the Squadron Designation System and the Aircraft Class Designation System. This concept has remained a viable union for naval aviation since 17 June 1922, even though numerous changes have occurred within the aircraft classes and squadron designations since 1922.

Modifications to these two systems were, and are, constantly being made to keep pace with the advances in aircraft capabilities and changes in mission requirements and tactical approaches utilized by the squadrons. Needless to say, there have always been exceptions to the rule in this association between the two systems. Special aircraft class designations have

existed at various times without having a corresponding squadron designation and vice versa. However, on the whole, aircraft class designations have had corresponding, or been associated with similar, squadron designations since 1922.

The use of common letter designations in the Aircraft Class Designation System and the Squadron Designation System leaves no doubt about the parallel connection between the two systems. It was only logical that when a new type of aircraft with advanced operating capabilities and new weapon systems was introduced there would be a corresponding development for a new type of squadron. The interplay of technology and tactics continue to be the dominating factors in developing aircraft class and squadron designations.

If the trend toward consolidation of missions into single airframes continues, the types of fixed-wing aircraft operating from the deck of a carrier could be reduced to only four different planes or even less. The trend, no doubt, will continue toward the use of a common airframe that may be designed to perform a wide variety of missions by the addition of specific external pods or interchangeable payloads. The AD (A-1) Skyraider is an example of the use of a common airframe that was modified to perform a variety of missions other than the primary one it had been designed to fulfill. The Navy's Squadron Designation System and Aircraft Designation System will undoubtedly continue to undergo other major revisions in the future to keep pace with changing defense requirements.

Attack Squadron Histories (VA)

VA-1E to VA-873

VA-1E

Lineage

Established as Torpedo Squadron FORTY ONE (VT-41) on 26 March 1945.

Redesignated Attack Squadron ONE E (VA-1E) on 15 November 1946.

Disestablished on 1 September 1948. The first and only squadron to be designated VA-1E.

Squadron Insignia and Nickname

VT-41's insignia was approved by CNO on 18 July 1945. The insignia depicted the multi-armament capability of the squadron's aircraft. Colors for the insignia were: light blue background with white cloud outlined in black; yellow torpedo with black markings; the machine gun and rockets were gray with black markings and the bomb was black; the shell and mouth of the turtle were green, while the arms, legs, neck and upper face were orange; the flight helmet and lower shell of the turtle were brown and the goggles were black. The outer circle of the insignia was outlined in black.



Squadron insignia approved for use by VT-41.

After VT-41 was redesignated VA-1E, the squadron apparently continued to use its original insignia. There is no record of approval for a VA-1E insignia.

Nickname: unknown.

Chronology of Significant Events

1 Mar 1946: Commander Air Force Pacific Fleet designated the primary mission of VA-1E as antisubmarine warfare (ASW).

4 Dec 1946: Escort Carrier Air Group 1 (CVEG-1) was assigned to *Badoeng Strait* (CVE 116) with VA-1E as part of this Hunter-Killer ASW team.

1947-1948: Squadron conducted Hunter-Killer ASW operations intermittently from *Badoeng Strait* (CVE 116) in the western Pacific off the coast of California.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------|------------------------|
| NAS Seattle | 26 Mar 1945 |
| NAS Pasco | 15 Apr 1945 |
| NAS Seattle | 04 Jul 1945 |
| NAAS Arlington | 10 Jul 1945 |
| MCAAF Gillespie | 01 Aug 1945 |
| NAS San Diego | 19 Sep 1945 |

Commanding Officers

| <i>Date Assumed Command</i> | |
|-----------------------------|-------------------------------|
| 26 Mar 1945 | LT Joseph P. Keigher (acting) |
| 29 Apr 1945 | LT Charles A. Collins |
| 14 Sep 1946 | LCDR Kent M. Cushman |
| 24 Nov 1947 | LCDR Harold A. Robinson |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| TBM-1/1C | 26 Mar 1945 |
| TBM-3 | 26 Mar 1945 |
| TBF-1 | Apr 1945 |
| TBF-1C/P | May 1945 |
| TBM-3E | May 1945 |
| TBM-3S | 1948 |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVEG-41/CVEG-1* | BS | 26 Mar 1945 |

* CVEG-41 was redesignated CVEG-1 on 15 November 1946.



A squadron TBM-3S Avenger in flight, June 1950 (Courtesy Robert Lawson Collection).

VA-1L

Lineage

Established as Torpedo Squadron FIFTY EIGHT (VT-58) on 19 March 1946.

Redesignated Attack Squadron ONE L (VA-1L) on 15 November 1946.

Disestablished on 20 November 1948. The Navy's first and only squadron to be designated VA-1L.

Squadron Insignia and Nickname

CNO approved an insignia for VT-58 on 1 July 1946.



Insignia approved for use by VT-58.

The insignia represents the squadron's multimission, day-and-night carrier operational capabilities. Insignia colors were: a red background outlined in black; the aircraft and ship were black with white markings; lightning bolts were silver; lettering was yellow with black outlines; upper half of

the day circle was light blue and lower half was dark blue; the sun, moon and stars were yellow; and the night circle was dark blue on top and black on the bottom.

There is no record of approval for a VA-1L insignia. Nickname: unknown.

Chronology of Significant Events

Mar 1946: The squadron's mission, when established, was to work with the Operational Development Force United States Fleet (COMOPDEVFOR). That organization's duties included the operational test and evaluation of new weapons, equipment and methods for use by the fleet; reporting the results; and recommending required training, operating procedures and tactical doctrine. To accomplish this mission, the squadron operated three different types of aircraft, the F6F-5N, SB2C-5 and TBM-3, giving them a day and night capability.

13 Dec 1946: The squadron's F6F-5Ns were transferred to VF-1L; thereafter, VA-1L operated only the SB2Cs and TBMs.

4 Mar 1947: When the squadron received the TBM-3W aircraft, it also received qualified personnel to support and operate the airborne early warning (AEW) TBMs.

4 Apr-5 May 1947: The squadron operated aboard *Saipan* (CVL 48) during her shakedown cruise in the Caribbean.

Feb 1948: Squadron aircraft participated in a fly-over during the inauguration ceremonies in Caracas, Venezuela, for President-elect Romulo Gallegos.

20 Nov 1948: When VA-1L was disestablished, elements of this squadron, as well as elements from VF-1L and Light Carrier Air Group 1 (CVLG-1), were combined to form Aircraft Development Squadron 3 (VX-3).

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-------------------|------------------------|
| NAAS Fentress | 19 Mar 1946 |
| NAS Atlantic City | 19 Jun 1946 |

Commanding Officers

| <i>Date Assumed Command</i> | |
|-----------------------------|------------------------------|
| 19 Mar 1946 | LT Dean S. Laird (acting) |
| 29 Apr 1946 | LCDR Samuel G. Parsons |
| 20 Aug 1946 | LCDR John W. Shong |
| 13 Jun 1948 | LCDR Laurence W. Abbott, Jr. |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| F6F-5N | May 1946 |
| SB2C-5 | May 1946 |
| TBM-3/3E | May 1946 |
| TBM-3N | Dec 1946 |
| TBM-3W | 04 Mar 1947 |
| XBT2D-1 | Jan 1948 |
| AD-2 | 19 Oct 1948 |



A squadron TBM Avenger catches the wire aboard Saipan (CVL 48) (Courtesy Robert Lawson Collection).

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 07 Feb 1948 | 24 Feb 1948 | CVLG-1 | CVL 48 | TBM-3N/E | Carib |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVLG-58/CVLG-1* | SA | 19 Mar 1946 |

* CVLG-58 was redesignated CVLG-1 on 15 November 1946.

VA-12

Lineage

Established as Bomber-Fighter Squadron FOUR (VBF-4) on 12 May 1945.

Redesignated Fighter Squadron TWO A (VF-2A) on 15 November 1946.

Redesignated Fighter Squadron TWELVE (VF-12) on 2 August 1948.

Redesignated Attack Squadron TWELVE (VA-12) on 1 August 1955, the first squadron to be assigned the VA-12 designation.

Disestablished on 1 October 1986.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 19 December 1945. Insignia colors were as follows:



The squadron's first approved insignia used by VBF-4.

crimson circular background; four of spades on white background with black markings; black bomb with white eyes, mouth, arms and other white markings; brown gloves; gold wings; and pink fire on the bomb fuse.

There are no records indicating VF-2A changed the VBF-4 insignia following redesignation.

In 1949, almost a year after VF-2A was redesignated VF-12, the squadron requested approval for a new insignia. CNO approved VF-12's new insignia on 29 September 1949. The theme of the new insignia, "Kiss of Death," was well illustrated: black background; white skull and letters; red lips; and the inner circle and squadron designation was outlined in red.

When VF-12 was redesignated VA-12, the squadron continued to use the "Kiss of Death" insignia. It became a well-known insignia and was used by the squadron until its disestablishment in 1986.

Nickname: Ubangis, Date unknown-1982

Clinchers, 1982-1986

Chronology of Significant Events

5 Oct 1945: The squadron participated in an aerial parade over Washington, D.C., in honor of Fleet Admiral Chester W. Nimitz. It also engaged in several other air parades and exhibition flights during the month of October.

6 Oct 1945: VBF-4's commanding officer, Lieutenant Commander Lackey, was killed during a training flight in an SNJ.

21 Aug-19 Sep and Nov-Dec 1946: The squadron



The squadron's second insignia, the "Kiss of Death" design, was approved for squadron use in 1949.

operated ashore at Kobler Field, Saipan. Conducted training and preparations for special fleet exercises while shore based.

26 Apr 1952: The squadron was embarked in *Wasp* (CV 18) en route to the Mediterranean when the carrier collided with the *Hobson* (DMS 26) which sank along with

her 176 men. There were no injuries to squadron personnel. The squadron's F2H-2s remained aboard until *Wasp* entered dry dock at New York to repair her catapults which were damaged in the collision.

19 Aug 1953: While operating from *Franklin D. Roosevelt* (CVA 42) in the Mediterranean Sea, the squadron's commanding officer, Lieutenant Commander Breen, was lost at sea.

Feb 1955: VA-12 supported the evacuation of Chinese Nationalist civilians and military personnel from the Tachen Islands which were being bombarded by the People's Republic of China.

1 Aug 1955: With the redesignation of VF-12 to VA-12 and the acquisition of a new type of aircraft in December 1955, the F7U Cutlass, the squadron's mission changed from jet intercept to special weapons attack.

14-27 Nov 1960: VA-12, embarked in *Shangri-La* (CVA 38), was part of the task force ordered to the coast of Central America to counter the infiltration of Cubans into Guatemala and Nicaragua.

21-27 Nov 1961: VA-12, embarked in *Franklin D. Roosevelt*, operated off the coast of the Dominican Republic to support the newly established democratic government.

Apr 1962: VA-12 was selected by CNO to conduct "Operation Trap," a test firing of Bullpup missiles to evaluate their usefulness to the Navy. The test firings took place while the squadron was based at their home port of NAS Cecil Field.

Jul-Aug 1963: A-4C detachments from the squadron operated aboard *Essex* (CVS 9) and *Intrepid* (CVS 11) as fighter support for antisubmarine exercises. These operations were also used to help develop and evaluate ASW tactics and doctrine.

8-29 Aug 1964: *Franklin D. Roosevelt* and her air wing were ordered to operate in the vicinity of Cyprus after fighting escalated between Turkish and Greek forces on the island.

Aug 1966: VA-12 flew its first combat sortie since its establishment 21 years earlier. The squadron completed its Vietnam deployment in December 1966 without sustaining any combat damage to its aircraft.

12 Nov 1966: VA-12's commanding officer, Commander Robert C. Frosio, was lost at sea during flight operations from *Franklin D. Roosevelt*.

14 Dec 1966: Commander Barnett, commanding officer of VA-12, led a 42-plane strike against a heavily defended target in North Vietnam and for which he was awarded the Silver Star.

Oct-Dec 1973: *Independence* (CV 62) and VA-12 took station southeast of Crete after the outbreak of war between Israel, Egypt and Syria on 6 October 1973. During this period of operations the squadron conducted surveillance flights against a large Soviet fleet that had sortied from the Black Sea.

Aug 1974: As a result of the crisis on Cyprus, *Independence*, with VA-12 aboard, was stationed off the coast of Crete. Tensions increased significantly on 19 August when the American Ambassador to Cyprus, Roger Davies, was killed by a Cypriot mob. The squadron prepared for possible assistance in the evacuation of American nationals. It flew surveillance of Greek, Turkish and Soviet naval and merchant activity in the area.

7 Sep 1974: The squadron participated in the search for victims of a TWA airliner crash in the Ionian Sea. No survivors were located.

15 Apr 1980: VA-12 deployed aboard *Dwight D. Eisenhower* (CVN 69) to the Indian Ocean in response to the Iran-American Embassy hostage situation. The squadron was at sea for 254 days with only one port call during the entire eight and one-half month deployment.

Jun, Aug and Sep 1983: VA-12 operated from *Dwight D. Eisenhower* while on station off the coast of Lebanon. The squadron flew in support of the multinational peacekeeping force stationed in Beirut.

23 Oct 1983: *Dwight D. Eisenhower* and her air wing returned to the coast of Beirut after 241 Marines died in a terrorist-suicide attack there.

1 Oct 1986: VA-12 was disestablished, bringing to a close the long history of the squadron and its motto "Kiss of Death."

Home Port Assignment

| Location | Assignment Date |
|------------------------------|-----------------|
| NAS Alameda | 12 May 1945 |
| NAAS Watsonville | 21 May 1945 |
| NAS Wildwood | 09 Jul 1945 |
| NAAS Groton | 09 Sep 1945 |
| NAS Norfolk | 18 Jan 1946 |
| NAS San Diego (North Island) | 15 Jul 1946 |
| NAS Norfolk | 21 Feb 1949 |
| NAAS Cecil Field | 25 Feb 1949 |
| NAS Jacksonville | 24 Mar 1950 |
| NAAS Cecil Field | 25 Mar 1951 |
| NAS Jacksonville | 07 Oct 1951 |
| NAAS Cecil Field | 28 Feb 1952 |
| NAS Jacksonville | 16 May 1952 |
| NAS Cecil Field | 13 Oct 1952 |

Commanding Officers

| | Date Assumed Command |
|---------------------------------|----------------------|
| LTJG Joseph F. Simpson (acting) | 12 May 1945 |
| LTJG John S. Tyler (acting) | 15 May 1945 |
| LCDR John H. Lackey | 19 May 1945 |
| LCDR William L. Conley | 06 Oct 1945 |
| LCDR Richard H. Guinn | 21 Jun 1947 |
| LCDR W. H. Kilgore (acting) | 07 May 1948 |
| LCDR Ronald W. Hoel | 02 Jul 1948 |
| LCDR Albert W. Newhall, Jr. | 03 May 1949 |
| CDR Brainard T. Macomber | 29 Jun 1950 |
| LCDR John L. Carter | 02 Nov 1951 |
| LCDR John M. Breen | 15 Dec 1952 |
| LCDR Hamilton McWhorter | 19 Aug 1953 |
| CDR Frederick G. Kidd | Oct 1954 |
| CDR Paul H. Durand | Aug 1955 |
| CDR Marshall P. Deputy, Jr. | Jan 1957 |
| CDR Charles A. Pendleton, Jr. | 10 Jan 1958 |
| CDR William B. Barrow | 22 Jan 1959 |
| CDR Richard J. Deprez | Mar 1960 |
| CDR John E. Hansen | 18 Jun 1961 |
| CDR Robert E. Oechslein | 14 Jun 1962 |
| CDR Max E. Malan | 14 Jun 1963 |
| CDR Burton E. Berglund | 15 Jun 1964 |
| CDR James D. Whyte | 30 Apr 1965 |
| CDR Robert C. Frosio | Apr 1966 |
| CDR Gerald P. Barnett | 18 Nov 1966 |
| CDR Austin C. O'Brien, Jr. | 21 Nov 1967 |
| CDR Richard M. Fletcher | Nov 1968 |
| CDR Walter R. Petersen | 30 Sep 1969 |
| CDR Daniel H. L. Gholson | 10 Jul 1970 |
| LCDR Henry E. Nelson | 16 Jun 1971 |
| CDR Anthony A. Less | 30 Jun 1972 |
| CDR John F. Calhoun | Oct 1973 |
| CDR James M. Hickerson | 1975 |
| CDR Gary W. Mau | 14 Feb 1976 |
| CDR David R. Edwards | 10 May 1977 |
| CDR Richard B. Curtis | 26 Jul 1978 |
| CDR Robert A. Maier | 01 Nov 1979 |
| CDR Audrey B. Whitten | 26 Feb 1981 |
| CDR James M. Gill | 19 May 1982 |
| CDR Michael W. Samuels | 01 Oct 1983 |
| CDR Harry M. Conner | 21 May 1985 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|----------------------|--------------------------|
| F6F | 23 May 1945 |
| F4U-1/1D and FG-1/1D | 23 May 1945 |
| F4U-4 | 30 Sep 1945 |
| F8F-1/1B | May 1947 |
| F6F-5P | May 1947 |

Aircraft Assignment—Continued

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| F2H-1 | 01 Sep 1950 |
| F2H-2 | Dec 1950 |
| F7U-3 | Dec 1955 |
| A4D-1 | Apr 1957 |
| A4D-2 | Jan 1958 |
| A4D-2N (A-4C)* | 08 Jan 1962 |
| A-4E | 08 Mar 1965 |
| A-4C | 09 Mar 1967 |
| A-7E | 01 Apr 1971 |

*In 1962, the Navy's aircraft designation system was changed and the A4D-2N was redesignated the A-4C Skyhawk.



A flight of squadron F4U-4s deployed aboard Tarawa (CV 40) operating from Naval Air Base Kobler, Saipan, in August 1946.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|--|
| 28 Jun 1946 | 15 Jul 1946 | CVG-4 | CV 40 | F4U-4 | Transit to West Coast via Panama Canal |
| 01 Aug 1946 | 29 Apr 1947 | CVG-4/CVAG-1 | CV 40 | F4U-4 | WestPac |
| 01 Oct 1948 | 21 Feb 1949 | CVG-1 | CV 40 | F8F-1 | World Cruise |
| 20 Mar 1951 | 06 Oct 1951 | CVG-1 | CVB 43 | F2H-2 | Med |
| 24 May 1952 | 11 Oct 1952 | CVG-1 | CV 18 | F2H-2 | Med/NorLant |
| 11 Jun 1953 | 03 Dec 1953 | CVG-1 | CVA 42 | F2H-2 | Med |
| 27 Dec 1954 | 14 Jul 1955 | CVG-1 | CVA 41 | F2H-2 | World Cruise |
| 02 Sep 1958 | 12 Mar 1959 | CVG-10 | CVA 59 | A4D-2 | Med |
| 06 Sep 1960 | 20 Oct 1960 | CVG-10 | CVA 38 | A4D-2 | NorLant |
| 14 Nov 1960 | 27 Nov 1960 | CVG-10 | CVA 38 | A4D-2 | Carib |
| 15 Feb 1961 | 28 Aug 1961 | CVG-1 | CVA 42 | A4D-2 | Med |



The squadron's F2H Banshee, second from left, in formation with other aircraft from Air Group 1.

Major Overseas Deployments—Continued

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 19 Nov 1961 | 30 Nov 1961 | CVG-1 | CVA 42 | A4D-2 | Carib |
| 14 Sep 1962 | 22 Apr 1963 | CVG-1 | CVA 42 | A4D-2N | Med |
| 28 Apr 1964 | 22 Dec 1964 | CVW-1 | CVA 42 | A-4C | Med |
| 28 Jun 1965 | 17 Dec 1965 | CVW-1 | CVA 42 | A-4E | Med |
| 21 Jun 1966 | 21 Feb 1967 | CVW-1 | CVA 42 | A-4E | WestPac/Vietnam |
| 24 Aug 1967 | 19 May 1968 | CVW-1 | CVA 42 | A-4C | Med |
| 07 Jan 1969 | 29 Jul 1969 | CVW-8 | CVA 38 | A-4C | Med |
| 05 Mar 1970 | 17 Dec 1970 | CVW-8 | CVS 38 | A-4C | WestPac/Vietnam |
| 16 Sep 1971 | 16 Mar 1972 | CVW-7 | CVA 62 | A-7E | NorLant/Med |
| 21 Jun 1973 | 19 Jan 1974 | CVW-7 | CVA 62 | A-7E | Med |
| 19 Jul 1974 | 21 Jan 1975 | CVW-7 | CV 62 | A-7E | Med |
| 15 Oct 1975 | 05 May 1976 | CVW-7 | CV 62 | A-7E | NorLant/Med |
| 31 Mar 1977 | 21 Oct 1977 | CVW-7 | CV 62 | A-7E | Med |
| 16 Jan 1979 | 13 Jul 1979 | CVW-7 | CVN 69 | A-7E | Med |
| 15 Apr 1980 | 22 Dec 1980 | CVW-7 | CVN 69 | A-7E | IO |
| 20 Aug 1981 | 07 Oct 1981 | CVW-7 | CVN 69 | A-7E | NorLant |
| 05 Jan 1982 | 13 Jul 1982 | CVW-7 | CVN 69 | A-7E | Med |
| 27 Apr 1983 | 02 Dec 1983 | CVW-7 | CVN 69 | A-7E | Med |
| 08 May 1984 | 20 Jun 1984 | CVW-7 | CVN 69 | A-7E | NorLant |
| 10 Oct 1984 | 08 May 1985 | CVW-7 | CVN 69 | A-7E | Med |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|---------------------|------------------|------------------------|
| CVG-4/CVAG-1/CVG-1* | T† | 12 May 1945 |
| CVG-10 | AK | 20 Jan 1958 |
| CVG-1/CVW-1‡ | AB | 05 Dec 1960 |
| CVW-8 | AJ | 25 Aug 1968 |
| CVW-7 | AG | 1971 |

* CVG-4 was redesignated CVAG-1 on 15 November 1946 and CVG-1 on 1 September 1948.

† CVG-4 assigned the tail code T when it was assigned to the carrier *Tarawa* (CV 40) in January 1946.

‡ Carrier Air Groups were redesignated Carrier Air Wings on 20 December 1963, hence, CVG-1 became CVW-1.



A couple of squadron A-4Cs with markings from their deployment aboard *Sbangri-La* with Air Group 8.



A squadron F7U-3 Cutlass, circa 1956 (Courtesy Robert Lawson Collection).

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NAVE | 01 Jul 1964 | 30 Jun 1965 |
| AFEM | 06 Jun 1983 | 14 Jun 1983 |
| | 27 Jul 1983 | 30 Aug 1983 |
| | 01 Sep 1983 | 19 Oct 1983 |
| | 27 Oct 1983 | 20 Nov 1983 |
| MUC | 11 Apr 1970 | 06 Nov 1970 |
| NEM | 29 Apr 1980 | 16 Jul 1980 |
| | 22 Jul 1980 | 08 Dec 1980 |
| | 25 May 1983 | 27 May 1983 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NUC | 29 Apr 1980 | 10 Dec 1980 |
| | 21 Jul 1983 | 20 Nov 1983 |
| VNSM | 30 Jul 1966 | |
| | 09 Aug 1966 | 12 Sep 1966 |
| | 01 Oct 1966 | 03 Oct 1966 |
| | 19 Oct 1966 | 14 Nov 1966 |
| | 24 Nov 1966 | 28 Dec 1966 |
| | 20 Jan 1967 | 21 Jan 1967 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 10 Apr 1970 | 02 May 1970 |
| | 12 May 1970 | 29 May 1970 |
| | 13 Jun 1970 | 04 Jul 1970 |
| | 28 Jul 1970 | 19 Aug 1970 |
| | 30 Aug 1970 | 30 Sep 1970 |
| | 20 Oct 1970 | 07 Nov 1970 |
| RVNGC | 21 Oct 1966 | |



A flight of squadron A-7E Corsair IIs in their low-visibility paint scheme.

VA-15

Lineage

Established as Torpedo Squadron FOUR (VT-4) on 10 January 1942.

Redesignated Attack Squadron TWO A (VA-2A) on 15 November 1946.

Redesignated Attack Squadron FIFTEEN (VA-15) on 2 August 1948.

Disestablished on 1 June 1969. The first squadron to be assigned the VA-15 designation.

Squadron Insignia and Nickname

The squadron's insignia was approved by BuAer on 22 April 1942. The theme of the insignia was VT-4



The squadron's first insignia was approved for VT-4 by the Bureau of Aeronautics.

sweeps the seas. The lion represented the squadron's TBD-1 Devastator, and the six teeth were for the number of Devastators assigned to it. Colors in the insignia were as follows: circular outline in black; background white; the sea a deep blue with pale blue marks, torpedo pearl gray with black outline and marks; lion ocher outlined in black with black markings; white eyes outlined in black with black pupils; nose black; teeth white, lips and mouth red; and the broom was lemon yellow outlined in black with red dashes on lower part of broom.

There is no record of VA-2A's changing the insignia following its redesignation from VT-4. Three years



In 1951, a modification to the squadron's original lion insignia was approved.

after the squadron was redesignated, VA-15 requested a modification to the old VT-4 insignia. On 19 September 1951, CNO approved the modification. The lion was retained to represent the strong attack capabilities of the squadron and the torpedo was replaced by a missile. The background color of the upper half of the insignia was red to represent the flames of past targets, and the lower half was blue to indicate water and the squadron's carrier-based capabilities. Other insignia colors included a

white circular border; lion in gold with brown markings; and the missile and ripples in the water white. This insignia remained with VA-15 until it was disestablished in 1969.

Nickname: Valions, mid-1950s–1969

Chronology of Significant Events

10 Jan 1942: Torpedo Squadron FOUR (VT-4) was established aboard *Ranger* (CV 4) while the ship was in port at Grassy Bay, Bermuda.



A squadron TBD-1 launches from Ranger (CV 4) sometime in early 1942.

8 Aug 1943: *Ranger*, with VT-4 aboard, met the convoy with the liner *Queen Mary*, which was bringing Winston Churchill to North America for the Quebec Conference.

Aug–Nov 1943: VT-4, while deployed aboard *Ranger*, operated as part of the British Home Fleet.

4 Oct 1943: The squadron participated in Operation Leader and struck at shipping targets around Kunna



Squadron TBFs attack a German coaster off the coast of Norway in October 1943.

Head, Norway, while other elements of CVG-4 struck targets at Bodo, Norway. The squadron's TBF-1 Avengers, along with its escort of F4F Wildcats, destroyed a German freighter and a small coaster and damaged a troop transport.

Oct 1943: VT-4, flying from *Ranger*, operated with the British Second Battle Squadron and patrolled the waters of the Norwegian Sea.

1 May 1944: CVG-4 reformed as a spare air group with a composition that was designed to include 36 fighter aircraft (F6F), 36 scout-bomber aircraft (SB2C) and 18 torpedo aircraft (TBF/TBM). This air group

composition was organized to operate from the large deck carriers of the *Essex* class. Squadrons in CVG-4 included VT-4, VF-4 and VB-4. This change also brought an end to Air Group FOUR's operations aboard *Ranger*.

Jul 1944: VT-4 and CVG-4 transferred from Atlantic to Pacific Fleet.

15–21 Jul 1944: VT-4 aboard *Barnes* (CVE 20) en route to Pearl Harbor from San Diego.

21 Sep 1944: During a pre-dawn sortie involving simulated torpedo tactics, three of the squadron's aircraft collided with each other, resulting in the loss of nine personnel, including the squadron's commanding officer, Lieutenant Commander Homer H. Hutcheson.

4–17 Nov 1944: CVG-4 and VT-4 were temporarily embarked on *Bunker Hill* (CV 17) for operations in support of landings at Leyte. The squadron participated in combat strikes at Ormoc Bay, Cavite and Clark Field.

Dec 1944: The squadron participated in combat operations in support of landings on Mindoro.

Jan 1945: While operating from *Essex* (CV 9), the squadron struck targets on Formosa, Luzon, Hainan and the Ryukyu Island chain as well as in French Indochina (Vietnam). Operations in Vietnam were around Saigon and Camranh Bay. These operations were in support of the continued assault against the Japanese in the Philippines.

16 Feb 1945: The squadron conducted its first strikes against the home islands of Japan, hitting Mawatari airfield on Honshu. Other strikes against targets on Honshu were conducted on 17 and 25 February.

19–22 Feb 1945: CVG-4 provided support for landings on Iwo Jima.

1 Mar 1945: The airfield, facilities and shipping at Naha, Okinawa, were hit by squadron aircraft.

4 Mar 1945: VT-4 disembarked from *Essex* at Ulithi completing the squadron's last combat cruise during World War II.

9–23 Mar 1945: CVG-4 aboard *Long Island* (CVE 1) for passage from Ulithi to Pearl Harbor. VT-4 eventually returned to the States in April 1945 for reforming following its combat cruise.

15 Feb–15 Apr 1946: VT-4 along with other squadrons in CVG-4, participated in *Tarawa's* (CV 40) shakedown cruise in the Caribbean Sea following the ship's commissioning in December 1945.

Nov 1946: Some squadron aircraft were fitted with sonobuoy gear and personnel were trained in antisubmarine missions as well as their normal torpedo-attack requirements.

22 May 1950: VA-15, along with the other squadrons in CVG-1, were designated as training squadrons and CVG-1 as a training air group. The squadron's primary mission was the training of fleet pilots in attack aircraft. VA-15's training syllabus emphasized glide

bombing, dive-bombing, rocket firing, day-and-night tactics and carrier qualifications in the AD Skyraider.

13–23 Sep 1952: VA-15, while deployed aboard *Wasp* (CVA 18), participated in the first NATO naval operation, Operation Mainbrace, conducted in the North Atlantic.

Feb 1955: While deployed aboard *Midway* (CVA 41), the squadron supported the evacuation of Chinese Nationalist civilians and military personnel from the Tachen Islands which were being bombarded by the People's Republic of China.

Nov–Dec 1956: As a result of the Suez Crisis, VA-15 deployed aboard *Forrestal* (CVA 59) and operated in the vicinity of the Azores.

12 Sep 1958: VA-15 was assigned the additional mission of in-flight refueling (Buddy Stores).

14–28 Nov 1960: VA-15, temporarily assigned to CVG-10, deployed aboard *Shangri-La* (CVA 38) to the Caribbean Sea to guard against possible infiltration into Guatemala and Nicaragua by insurgent organizations that were believed to have ties to Cuba.

21–27 Nov 1961: VA-15, embarked in *Franklin D. Roosevelt* (CVA 42), operated off the coast of the Dominican Republic to support the newly established democratic government.

Mar–Apr 1962: VA-15 deployed aboard *Enterprise* (CVAN 65) to the Caribbean and participated in the shakedown cruise of the world's first nuclear powered carrier.

Aug 1965: VA-15 began training under VA-44 for transition to the A-4 Skyhawk.

4 Apr–21 Nov 1966: VA-15 deployed to Vietnam as a component of CVW-10 embarked on *Intrepid* (CVS 11). CVW-10 was an all-attack air wing comprised of four attack squadrons, two squadrons flying A-4 Skyhawks and two squadrons with A-1 Skyraiders.

15 May 1966: The squadron flew its first combat mission since March 1945 when it was designated VT-4 and a member of Carrier Air Group 4.

Home Port Assignments

| Location | Assignment Date |
|-------------------------|-----------------|
| NAS Norfolk | Mar 1942 |
| NAS Quonset Point | Apr 1942 |
| NAAF Ayer (Fort Devens) | May 1944 |
| NAS Pearl Harbor | Jul 1944 |
| NAS Hilo Field | Aug 1944 |
| NAS Alameda | Apr 1945 |
| NAAS Watsonville | 21 May 1945 |
| NAS Quonset Point | 11 Jul 1945 |
| NAAF Groton | Aug 1945 |
| NAS Norfolk | Apr 1946 |
| NAS San Diego | 15 Jul 1946 |
| NAAS Cecil Field | 21 Mar 1949 |
| NAS Jacksonville | 09 Jan 1950 |
| NAAS Cecil Field (NAS)* | 29 Feb 1952 |

Home Port Assignments—Continued

| <i>Location</i> | <i>Assignment Date</i> |
|------------------|------------------------|
| NAS Jacksonville | Jul 1957 |
| NAS Oceana | Apr 1965 |
| NAS Cecil Field | Aug 1965 |

* Naval Air Auxiliary Station, Cecil Field (NAAS Cecil Field), was redesignated Naval Air Station, Cecil Field (NAS), on 30 June 1952.

Commanding Officers

| | <i>Date Assumed Command</i> |
|----------------------------------|-----------------------------|
| LT Wallace A. Sherrill | 10 Jan 1942 |
| LCDR David W. Taylor, Jr. | Dec 1942 |
| LCDR Homer H. Hutcheson | Dec 1943 |
| LT P. J. Davis, Jr. | Sep 1944 |
| LT John Warren (acting) | 12 May 1945 |
| LT Frederic Viewig, Jr. (acting) | 23 May 1945 |
| LCDR J. P. Barron | 26 Sep 1945 |
| LCDR John A. Camera | Jul 1946 |
| CDR Charles E. Roemer | 07 Jul 1947 |
| LCDR Robert A. Newcomb (acting) | 29 May 1948 |
| CDR Paul C. Lovelace | 30 Aug 1948 |
| LCDR Clay A. Mitchell (acting) | 03 Jun 1950 |
| LCDR John E. Lacouture | 12 Jul 1950 |
| LCDR Roy M. Isaman | 21 Dec 1951 |
| LCDR W. R. Prescott | 05 Jan 1953 |
| CDR John B. Bain | Jan 1954 |
| CDR L. B. Jennings | 24 Aug 1955 |
| LCDR William J. Gray | 10 Dec 1957 |
| CDR J. Patterson, Jr. | 18 Sep 1959 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|------------------------------|-----------------------------|
| CDR Ted L. Farrell | 30 Nov 1960 |
| CDR David L. Munns | 06 Nov 1961 |
| CDR Joseph L. Coleman | 26 Nov 1962 |
| CDR R. G. Bowerman | 04 Oct 1963 |
| CDR Steven D. Marvin | 01 Apr 1964 |
| CDR Jack L. Gracey | 12 Aug 1965 |
| CDR Isaac F. Jones, Jr. | 27 Sep 1966 |
| CDR William K. Carr (acting) | 29 Jan 1967 |
| CDR William K. Carr | 10 Feb 1967 |
| CDR James M. Snyder | 14 Feb 1968 |
| CDR Richard G. Daly | 15 Feb 1969 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| TBD-1 | Jan 1942 |
| TBF-1 | Aug 1942 |
| TBF-1C/TBM-1C | Jan 1944 |
| TBM-3 | Jan 1945 |
| TBM-3E | May 1945 |
| TBM-3Q | 1946 |
| AD-4 | 19 Aug 1949 |
| AD-4L | 08 Mar 1951 |
| AD-6/A-1H* | May 1954 |
| A-4B | Dec 1965 |
| A-4C | Dec 1966 |

* AD-6 designation changed in 1962 to A-1H.



It is believed that this photo of the squadron's AD-6 Skyraiders was taken in 1962 when they operated aboard Enterprise (CVAN 65) during its shakedown cruise in the Caribbean. The squadron never made an overseas deployment aboard Enterprise.

Major Overseas Deployment

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|----------------------------|----------------|-----------------------------|---|
| 10 Jan 1942 | 19 Mar 1942 | <i>Ranger</i> Air Group | CV 4 | TBD-1 | Bermuda |
| 02 Jun 1942 | 22 Jun 1942 | <i>Ranger</i> Air Group | CV 4 | TBD-1 | Newfoundland |
| 08 Jan 1943 | 30 Jan 1943 | * | CV 4 | TBF-1 | Morocco |
| 13 Feb 1943 | 06 Mar 1943 | * | CV 4 | TBF-1 | Morocco |
| 23 Mar 1943 | 27 Jul 1943 | CVG-4 | CV 4† | TBF-1 | Newfoundland |
| 05 Aug 1943 | 03 Dec 1943 | CVG-4 | CV 4 | TBF-1 | NorLant/ Norwegian Sea |
| 05 Nov 1944 | 17 Nov 1944 | CVG-4 | CV 17 | TBM-1C | Philippines |
| 22 Nov 1944 | 02 Dec 1944 | CVG-4 | CV 9 | TBM-1C | Philippines |
| 11 Dec 1944 | 24 Dec 1944 | CVG-4 | CV 9 | TBM-1C | Philippines |
| 30 Dec 1944 | 26 Jan 1945 | CVG-4 | CV 9 | TBM-1C/3 | South China Sea/ Philippines/ Formosa/Okinawa |
| 10 Feb 1945 | 04 Mar 1945 | CVG-4 | CV 9 | TBM-3 | Japan/Iwo Jima/ Okinawa |
| 28 Jun 1946 | 15 Jul 1946 | CVG-4 | CV 40 | TBM-3E/Q | Transit to West Coast via Panama Canal |
| 01 Aug 1946 | 29 Apr 1947 | CVG-4/CVAG-1 | CV 40 | TBM-3E/Q | WestPac |
| 01 Oct 1948 | 23 Dec 1948 | CVG-13 | CV 37 | TBM-3E | WestPac |
| 20 Mar 1951 | 06 Oct 1951 | CVG-1 | CVB 43 | AD-4/L | Med |
| 24 May 1952 | 11 Oct 1952 | CVG-1 | CVA 18 | AD-4/L | Med/NorLant |
| 11 Jun 1953 | 03 Dec 1953 | CVG-1 | CVA 42 | AD-4/B/L | Med |
| 27 Dec 1954 | 14 Jul 1955 | CVG-1 | CVA 41 | AD-6 | World Cruise |
| 07 Nov 1956 | 12 Dec 1956 | CVG-1 | CVA 59 | AD-6 | Azores |
| 15 Jan 1957 | 22 Jul 1957 | CVG-1 | CVA 59 | AD-6 | Med |
| 16 Aug 1957 | 21 Oct 1957 | CVG-1 | CVA 59 | AD-6 | NorLant |
| 13 Feb 1959 | 01 Sep 1959 | CVG-1 | CVA 42 | AD-6 | Med |
| 28 Jan 1960 | 24 Aug 1960 | CVG-1 | CVA 42 | AD-6 | Med |
| 14 Nov 1960 | 28 Nov 1960 | CVG-10 | CVA 38 | AD-6 | Carib |
| 15 Feb 1961 | 28 Aug 1961 | CVG-1 | CVA 42 | AD-6 | Med |
| 19 Nov 1961 | 30 Nov 1961 | CVG-1 | CVA 42 | AD-6 | Carib |
| 14 Sep 1962 | 22 Apr 1963 | CVG-1 | CVA 42 | AD-6 | Med |
| 28 Apr 1964 | 22 Dec 1964 | CVW-1 | CVA 42 | A-1H | Med |
| 04 Apr 1966 | 21 Nov 1966 | CVW-10 | CVS 11 | A-4B | Med/IO/WestPac/ Vietnam |
| 11 May 1967 | 30 Dec 1967 | CVW-10 | CVS 11 | A-4C | Med/IO/WestPac/ Vietnam |
| 22 Jul 1968 | 29 Apr 1969 | CVW-17 | CVA 59 | A-4C | Med |

* Half of VT-4's aircraft were aboard for this cruise which ferried Army P-40 fighters to Morocco. There were no other squadrons from *Ranger's* Air Group aboard for this cruise.

† *Ranger* returned to Boston during late March for four days of repairs and then back to Newfoundland for operations.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|---|------------------|------------------------|
| <i>Ranger</i> Air Group/ CVG-4/CVAG-1/CVG-1* | T† | 10 Jan 1942 |
| CVG-13 | P | 23 Sep 1948 |
| CVG-1/CVW-1§ | T/AB‡ | 23 Feb 1949 |
| RCVW-4/VA-44** | | Aug 1965 |
| CVW-10 | AK | Jan 1966 |
| CVW-17 | AA | 16 Jan 1968 |

* *Ranger* Air Group was formed on 1 July 1938. When VT-4 was established on 10 January 1942, it became part of the *Ranger* Air Group. The *Ranger* Air Group was redesignated Carrier Air Group FOUR (CVG-4) on 3 August 1943. CVG-4 was redesignated Attack Carrier Air Group ONE (CVAG-1) on 15 November 1946. The CVAG-1 designation was changed to CVG-1 on 1 September 1948.

† This tail code assignment was used beginning in 1946.

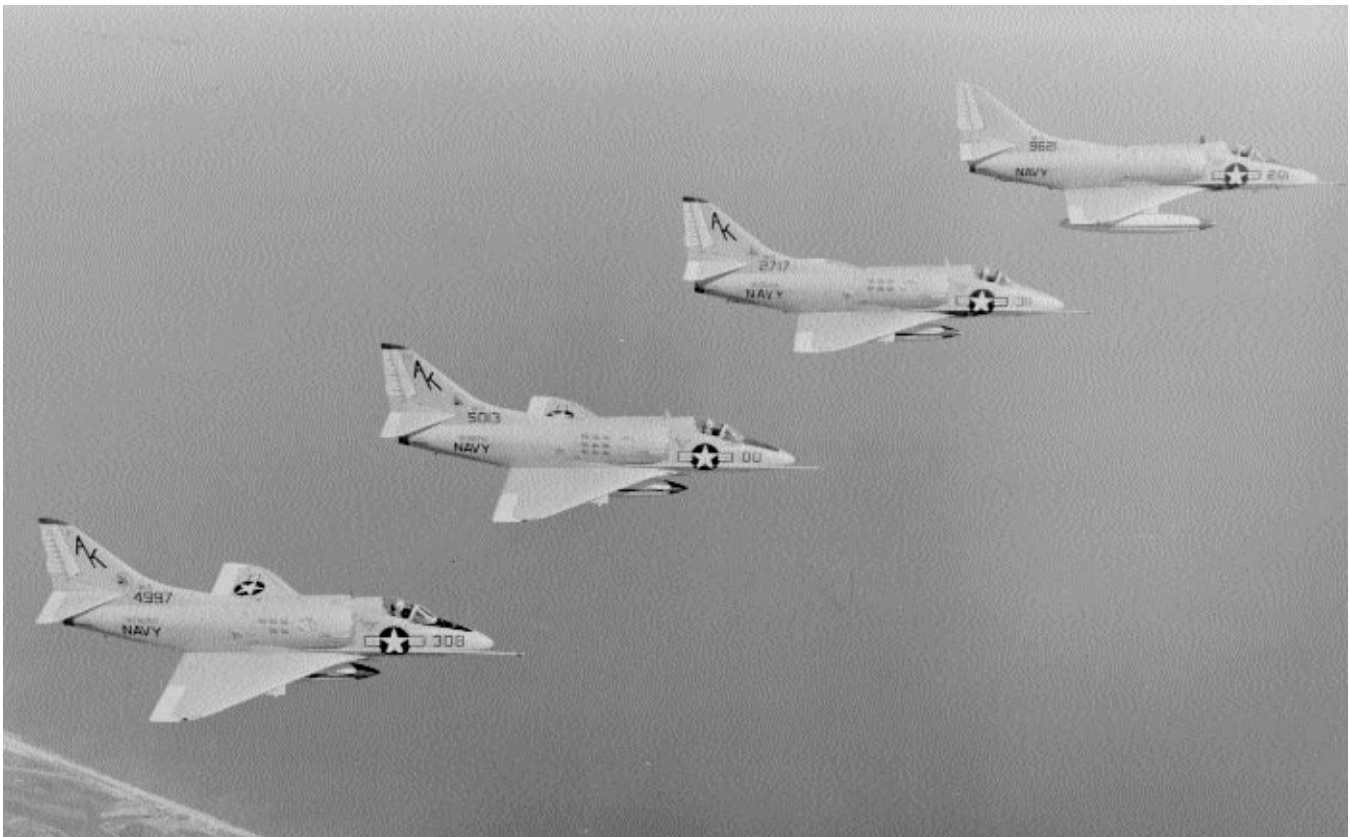
‡ Carrier Air Group 1's tail code was changed from T to AB in the latter part of 1957. The effective date was most likely the beginning of FY 58 (1 July 1957).

§ Carrier Air Groups were redesignated Carrier Air Wings on 20 December 1963; hence, CVG-1 became CVW-1.

** During VA-15's transition to the A-4 Skyhawk, the squadron was assigned to VA-44, a Fleet Readiness Training Squadron, for operational training. VA-44 was assigned to Readiness Attack Carrier Air Wing FOUR (RCVW-4).

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|------------------------------|--|-------------|
| NAVE | 1953 | |
| | 01 Jul 1960 | 30 Jun 1961 |
| | 01 Jul 1961 | 30 Jun 1962 |
| | 12 Jun 1967 | 08 Dec 1967 |
| | 01 May 1966 | 01 Oct 1966 |
| | 21 Jun 1967 | 13 Jul 1967 |
| | 29 Jul 1967 | 27 Aug 1967 |
| | 14 Sep 1967 | 12 Oct 1967 |
| | 31 Oct 1967 | 24 Nov 1967 |
| | 14 May 1966 | 15 Jun 1966 |
| VNSM | 08 Jul 1966 | 10 Aug 1966 |
| | 01 Sep 1966 | 23 Sep 1966 |
| | 02 Oct 1966 | 18 Oct 1966 |
| | 21 Jun 1967 | 13 Jul 1967 |
| | 29 Jul 1967 | 27 Aug 1967 |
| | 14 Sep 1967 | 12 Oct 1967 |
| | 31 Oct 1967 | 24 Nov 1967 |
| | 11 Nov 1944 | 25 Nov 1944 |
| | 14 Dec 1944 | 16 Dec 1944 |
| | 03 Jan 1945 | 22 Jan 1945 |
| PUC | 16 Feb 1945 | 01 Mar 1945 |
| | 02 Oct 1943 | 06 Oct 1943 |
| | 20 Nov 1961 | 29 Nov 1961 |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| Campaign Medal (European) | | |
| | | |
| NEM | | |
| | | |



A flight of squadron A-4C Skyhawks sport markings from its combat cruise to Vietnam on *Intrepid*. Notice the bomb silhouettes next to the squadron insignia identifying the number of combat sorties flown by the aircraft. The unofficial "Tonkin Gulf Yacht Club" insignia is on the tail of the planes.

VA-16

Lineage

Established as Attack Squadron SIXTEEN (VA-16) on 1 June 1955.

Disestablished on 1 March 1958. The first and only squadron to be designated VA-16.

Squadron Insignia and Nickname

VA-16's insignia was approved by CNO on 24 July 1956. The squadron's design centered around a black knight symbolizing valor and dedication to duty. The background was divided into two fields of gold and gray to signify vigilance both day and night. A blue border surrounded the insignia. VA-16's motto was "Per Aspera Ad Metam" (through adversities to the target). There is no copy of the insignia in the squadron's file.

Nickname: unknown

Chronology of Significant Events

Jun 1955: The squadron was established with a mission of all-weather attack, including special (nuclear) weapons delivery.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|--------------------------|
| 21 Jan 1957 | 27 Jul 1957 | ATG-182 | CVA 39 | AD-6 | Med |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| ATG-182* | O/AN† | 01 Jun 1955 |

* Air Task Group ONE EIGHTY TWO (ATG-182). Air Task Groups were non-established Carrier Air Group equivalents created for the first time during the Korean War when the requirement for such units exceeded the statutory limit on their number. They were composed of squadrons withdrawn from existing air groups, which had been determined to operate more effectively with four instead of a larger number of assigned squadrons. ATG-182 was organized in 1955 and remained in existence until 1959.

† Air Task Group 182's tail code was changed from O to AN in the latter part of 1957. The effective date was most likely the beginning of FY 58 (1 July 1957).

Apr 1957: VA-16, while deployed to the Mediterranean aboard *Lake Champlain* (CVA 39), operated off the coast of Lebanon during the Jordanian crisis.

18 Dec 1957: VA-16 conducted the first air-to-air refueling by an operational AD Skyraider squadron using the "buddy store." The refueling took place over NAS Oceana and the squadron's AD-6 refueled an F9F-8.

9 Jan 1958: The squadron conducted the first carrier-based AD Skyraider in-flight refueling while operating from *Ranger* (CVA 61).

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------|------------------------|
| NAS Oceana | 01 Jun 1955 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|---------------------------------|-----------------------------|
| CDR Bartholomew J. Connolly III | Aug 1955 |
| CDR Richard W. Willis | Jul 1957 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| AD-6 | Jun 1955 |



The squadron's AD-6 Skyraiders are spotted on the flight deck aft of the rear centerline elevator. This photo was taken in June 1957 when *Lake Champlain* (CVA 39) was at anchor in Cannes, France.

VA-21A

Lineage

Established as Bombing Squadron NINETY EIGHT (VB-98) on 28 August 1944.

Redesignated Attack Squadron TWENTY ONE A (VA-21A) on 15 November 1946.

Disestablished on 5 August 1947. The first and only squadron to be designated VA-21A.



The squadron's only officially approved insignia.

Squadron Insignia and Nickname

There is no record of an approved insignia for VB-98. In 1947, an insignia was approved for VA-21A. However, squadron files do not indicate the colors used in the insignia.

Nickname: unknown

Chronology of Significant Events

28 Aug 1944: VB-98 was established with the mission of providing a pool of trained dive-bomber pilots and aircrewmembers for assignment as replacements to squadrons operating in the Pacific. The training included carrier landing qualifications, gunnery, bombing and night flying. When VB-98 was redesignated VA-21A, the mission remained the same.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------------|------------------------|
| NAAS Ventura (Oxnard) | 28 Aug 1944 |
| NAAS Los Alamitos | 25 Nov 1944 |
| NAS San Diego | 26 Aug 1946 |

Commanding Officers

| <i>Date Assumed Command</i> | |
|-----------------------------|-------------|
| LCDR James D. Ramage | 05 Sep 1944 |
| LCDR Martin D. Carmody | 01 Jun 1946 |
| LCDR Louis L. Bangs | 18 Nov 1946 |
| LT Mark T. Essling (acting) | 07 Jun 1947 |
| LCDR C. T. Durgin, Jr. | 03 Jul 1947 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| SB2C-3 | Sep 1944 |
| SBD-6 | Sep 1944 |
| SB2C-4 | Oct 1944 |
| FM-2 | Oct 1944 |
| SBD-5 | Nov 1944 |
| SBW-3 | Dec 1944 |
| SBW-4E | Mar 1945 |
| SB2C-5 | Apr 1945 |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-98/CVAG-21* | RI† | 28 Aug 1944 |

* CVG-98 redesignated CVAG-21 on 15 November 1946.

† Tail code assigned to CVAG-21 on 12 December 1946.



A flight of squadron SB2C-3 Helldivers, September 1944.

VA-22A

Lineage

Established as Torpedo Squadron NINETY EIGHT (VT-98) on 28 August 1944.

Redesignated Attack Squadron TWENTY TWO A (VA-22A) on 15 November 1946.

Disestablished on 5 August 1947. The first and only squadron to be designated VA-22A.



The time frame for the squadron's use of this insignia is unknown.

Squadron Insignia and Nickname

There is no record of an approval date for VT-98's insignia. The motto of the squadron was "Parati—in Pace-Aut Bello" (Prepared—in Peace or War). Colors of the insignia were: dark blue background; banners white with red lettering; gold naval aviator wings; light blue crest; yellow sword; white clouds outlined in blue; yellow and gold torch; and black torpedo.

There is no record of an approved insignia for VA-22A.

Nickname: unknown

Chronology of Significant Events

28 Aug 1944: VT-98 was established with the mission of providing a pool of trained torpedo plane pilots and aircrewmembers for assignment as replacements to squadrons operating in the Pacific.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------------|------------------------|
| NAAS Ventura (Oxnard) | 28 Aug 1944 |
| NAAS Los Alamitos | 01 Dec 1944 |
| NAS San Diego | 25 Aug 1946 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|------------------------------|-----------------------------|
| LCDR Tom B. Bash | 28 Aug 1944 |
| LT Jack C. Heishman (acting) | 03 May 1945 |
| LCDR Leo Meacher | 12 Jul 1945 |
| LCDR Paul N. Gray | 15 Jul 1947 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| TBF-1 | Aug 1944 |
| TBM-1C | Aug 1944 |
| TBM-3 | Oct 1944 |
| TBM-3E | May 1945 |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-98/CVAG-21* | RI† | 28 Aug 1944 |

* CVG-98 redesignated CVAG-21 on 15 November 1946.

† Tail code assigned to CVAG-21 on 12 December 1946.

VA-23

Lineage

Established as Reserve Fighter Squadron SIX HUNDRED FIFTY THREE (VF-653) in December 1949.

Called to active duty on 1 February 1951.

Redesignated Fighter Squadron ONE HUNDRED FIFTY ONE (VF-151) on 4 February 1953.

Redesignated Attack Squadron ONE HUNDRED FIFTY ONE (VA-151) on 7 February 1956.

Redesignated Attack Squadron TWENTY THREE (VA-23) on 23 February 1959.

Disestablished on 1 April 1970. The first and only squadron to be designated VA-23.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 7 February 1951. The central figure is the dragon,



The squadron's first officially approved insignia, used by VF-653.

symbolizing the terrifying qualities representative of a fighter squadron, and the shield portraying its strength. Insignia colors were: yellow outer border; blue background; red dragon with yellow shaded areas and black markings; light blue shield with diamond and checkered bar in yellow.

When the squadron was redesignated VF-151, it adopted a new insignia sometime between 1953 and 1955. This insignia was a shield with a knight's helmet at the top and a scroll at the bottom. The Latin inscription "In Omnia Paratus" on the scroll translated as "Always Prepared." Colors for this insignia were: white background with the outer circle in black; the helmet, scroll, outer section of the shield and the bar across the shield were black; visor of the helmet was yellow with black markings; the two central portions of the shield and the Latin lettering was yellow; the helmet plume



This insignia was adopted by the squadron sometime in the mid- 1950s. It was used by VF-151 and VA-151. When VF-151 was redesignated VA-151, the appropriate change in the scroll showed the VA-151 designation.



The insignia used by VF-151 and VA-151 was adopted by VA-23.

was yellow and black. There is no record relating to the use of this insignia following the squadron's redesignation to VA-151. However, on 29 April 1959, CNO approved VA-23's request to retain the insignia formerly used by VA-151. The insignia used by VA-23 was the Black Knight insignia.

Nickname: Black Knights, circa 1955–1970

Chronology of Significant Events

11 Dec 1951: The squadron conducted its first combat strikes.

Feb 1955: The squadron, deployed aboard *Wasp* (CVA 18), provided air support during the evacuation of Chinese Nationalists from the Tachen Islands following the bombardment of the islands by the People's Republic of China.

Apr 1965: While operating from *Midway*, on Yankee Station, VA-23 conducted its first combat operations since the Korean War.

25 Apr 1965: The squadron became the first to use the Shrike missile in combat. The Shrike is an antiradiation missile for use against radar sites.

15–20 Mar 1968: VA-23, along with other squadrons in CVW-19, conducted flight operations from *Ticonderoga* (CVA 14) in the Sea of Japan. These operations were part of a continuing show of American forces in the area, named Operation Formation Star, following the capture of *Pueblo* (AGER 2) by North Korea on 23 January 1968.

Apr 1968: VA-23 flew combat strikes around Khe Sanh, South Vietnam, in support of the besieged Marine base.

20 Mar 1970: A disestablishment ceremony was held by the squadron under the direction of its last commanding officer, Commander Theodore L. Lloyd, Jr. Commander Lloyd accepted the colors of the squadron and brought to a close over 19 years of active service. The squadron was officially disestablished on 1 April 1970.

Home Port Assignments

| Location Assignment | Date |
|---------------------|-------------|
| NAS Akron | Dec 1949 |
| NAS Alameda | 16 Apr 1951 |
| NAS Lemoore | 30 Sep 1961 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|-------------------------------|-----------------------------|
| LCDR Cook Cleland | Dec 1949 |
| LCDR J. M. Rickabaugh | 28 Aug 1952 |
| LCDR Benjamin Tappan, Jr. | Nov 1953 |
| CDR E. S. Parks | Jun 1955 |
| LCDR Robert H. Moore, Jr. | * |
| LCDR Bernard Sevilla | Jan 1957 |
| CDR E. W. Blackburn | 30 May 1958 |
| CDR L. M. Cauble | 06 Mar 1959 |
| CDR S. G. Gorsline, Jr. | 08 Apr 1960 |
| LCDR Edward E. Riley (acting) | 28 Sep 1961 |
| CDR G. M. Veling | 06 Nov 1961 |
| CDR Edward E. Riley | 18 Sep 1962 |
| CDR Robert P. Smith | 20 Aug 1963 |



A squadron F4U-4 Corsair, July 1951 (Courtesy Robert Lawson Collection).

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|----------------------------|-----------------------------|
| CDR John R. Dewenter | 02 Jul 1964 |
| CDR Robert R. King, Jr. | 02 Jul 1965 |
| CDR Richard A. Mackell | 01 Jul 1966 |
| CDR Charles L. Bush | 23 Jun 1967 |
| CDR Morris A. Peelle | 24 Jul 1968 |
| CDR Theodore L. Lloyd, Jr. | 09 Jul 1969 |

* Lieutenant Commander Robert H. Moore assumed command of the squadron sometime between late 1955 and early 1956.

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| FG-1D | * |
| F4U-4 | 1951† |
| F4U-4B | 1951‡ |
| F9F-2 | 28 Aug 1952 |
| F9F-5 | 02 Oct 1952 |
| F7U-3M | May 1955 |
| F7U-3 | Jun 1955 |
| F9F-8B | Dec 1956 |
| F9F-8 | Jan 1957 |
| FJ-4B | Jul 1957 |
| A4D-2 | 18 May 1960 |
| A-4E | 26 Dec 1962 |
| A-4F | 13 Jul 1967 |

* Prior to being activated, the squadron flew the FG-1Ds which were assigned to NAS Akron, a reserve naval air station.

† The squadron received the F4U-4 in either April or May 1951.

‡ The squaron received the F4U-4B sometime between June and August 1951.



Two of the squadron's F9F-2 Panthers fly over Wasp (CVA 18) during her deployment to the western Pacific between September 1954 and April 1955 (Courtesy Robert Lawson Collection).

Major Overseas Deployment

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 12 Oct 1951 | 03 Jul 1952 | ATG-1 | CV 45 | F4U-4/4B | WestPac/Korea |
| 30 Mar 1953 | 28 Nov 1953 | ATG-1 | CVA 21 | F9F-2 | WestPac/Korea |
| 01 Sep 1954 | 11 Apr 1955 | ATG-1 | CVA 18 | F9F-2 | WestPac |
| 25 May 1956 | 20 Dec 1956 | ATG-1 | CVA 16 | F7U-3 | WestPac |
| 04 Oct 1958 | 16 Feb 1959 | ATG-1 | CVA 14 | FJ-4B | WestPac |
| 15 Aug 1959 | 25 Mar 1960 | CVG-2 | CVA 41 | FJ-4B | WestPac |
| 16 Feb 1961 | 28 Sep 1961 | CVG-2 | CVA 41 | A4D-2 | WestPac |
| 06 Apr 1962 | 20 Oct 1962 | CVG-2 | CVA 41 | A4D-2 | WestPac |
| 08 Nov 1963 | 26 May 1964 | CVW-2 | CVA 41 | A-4E | WestPac |
| 06 Mar 1965 | 23 Nov 1965 | CVW-2 | CVA 41 | A-4E | WestPac/Vietnam |
| 29 Jul 1966 | 23 Feb 1967 | CVW-2 | CVA 43 | A-4E | WestPac/Vietnam |
| 28 Dec 1967 | 17 Aug 1968 | CVW-19 | CVA 14 | A-4F | WestPac/Vietnam |
| 14 Apr 1969 | 17 Nov 1969 | CVW-19 | CVA 34 | A-4F | WestPac/Vietnam |



A squadron F7U-3 Cutlass prepares for a launch from Lexington (CVA 16) during her deployment to the western Pacific in 1956.



An FJ-4B Fury prepares to engage a aerial refueling basket during the squadron's deployment aboard Ticonderoga (CVA 14) during its 1958–1959 deployment to WestPac.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-15 | H | 05 Apr 1951 |
| ATG-1 | * | 03 Aug 1951 |
| CVG-15 | H | 03 Jul 1952 |
| ATG-1 | U/NA* | 01 Nov 1952 |
| CVG-2/CVW-2† | NE | 24 Feb 1959 |
| CVW-19 | NM | 01 Jul 1967 |

* The squadron deployed with ATG-1 but used its parent air group tail code (H) until the tail code "U" was assigned to ATG-1 on 24 July 1956. ATG-1's tail code was changed from U to NA in 1957. The effective date was most likely the beginning of FY 58 (1 July 1957).

† Carrier Air Groups were redesignated Carrier Air Wings (CVG-2 became CVW-2) on 20 December 1963.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| KSM | 04 Dec 1951 | 20 Jun 1952 |
| | 03 Apr 1953 | 09 Aug 1953 |
| | 22 Aug 1953 | 21 Nov 1953 |
| NUC | 11 Dec 1951 | 11 Jun 1952 |
| | 16 Apr 1965 | 04 Nov 1965 |
| | 12 Aug 1966 | 01 Feb 1967 |
| | 26 Jan 1968 | 23 Jul 1968 |
| KPUC | 07 Dec 1951 | 20 Jun 1952 |
| | 30 Apr 1953 | 27 Jul 1953 |
| UNSM | 04 Dec 1951 | 20 Jun 1952 |
| | 03 Apr 1953 | 09 Aug 1953 |
| | 22 Aug 1953 | 21 Nov 1953 |
| NDSM (Korea) | Dec 1951 | Jun 1952 |
| AFEM | 23 Oct 1958 | 01 Jan 1959 |
| | 28 Mar 1961 | 07 Apr 1961 |
| | 23 Jan 1968 | 22 Mar 1968 |
| | 17 Sep 1969 | |
| MUC | 28 Sep 1969 | 04 Oct 1969 |
| | 05 May 1969 | 03 Nov 1969 |
| VNSM | 22 Jul 1965 | 26 Aug 1965 |
| | 11 Sep 1965 | 09 Oct 1965 |
| | 12 Sep 1966 | 19 Oct 1966 |
| | 30 Oct 1966 | 04 Dec 1966 |
| | 26 Dec 1966 | 01 Feb 1967 |
| | 25 Jan 1968 | 04 Mar 1968 |
| | 25 Mar 1968 | 08 Apr 1968 |
| | 16 Apr 1968 | |
| | 24 Apr 1968 | 12 May 1968 |
| | 20 May 1968 | 14 Jun 1968 |
| | 25 Jun 1968 | 23 Jul 1968 |
| | 05 May 1969 | 04 Jun 1969 |
| | 15 Jun 1969 | 01 Jul 1969 |
| | 12 Jul 1969 | 30 Jul 1969 |
| | 14 Aug 1969 | 12 Sep 1969 |
| | 08 Oct 1969 | 31 Oct 1969 |
| | | |



Two of the squadron's A-4F Skyhawks fly a training mission over the Imperial Valley of southern California in 1967.

SECOND VA-34

Lineage

Established as Fighter Squadron TWENTY (VF-20) on 15 October 1943.

Redesignated Fighter Squadron NINE A (VF-9A) on 15 November 1946.

Redesignated Fighter Squadron NINTY ONE (VF-91) on 12 August 1948.

Redesignated Fighter Squadron THIRTY FOUR (VF-34) on 15 February 1950.

Redesignated Attack Squadron THIRTY FOUR (VA-34) on 1 July 1955.

Disestablished on 1 June 1969. The second squadron to be assigned the VA-34 designation.

Squadron Insignia and Nickname

The first insignia used by the squadron was a “Joker” breaking out of a deck of cards carrying a machine gun. This insignia was selected by the squadron because the young and inexperienced pilots in the squadron were referred to as the “Jokers.” It was approved by CNO on 15 March 1944. Colors for the insignia were: the deck of cards was outlined in black with the diamond marking on the back of the card in blue and white; the face



The squadron's first insignia was approved for use by VF-20 during World War II.

of the card was white with black outlines and lettering; the Joker's hat and neck garment were blue; his right arm was yellow and the other arm white, outlined in black; a black and white machine gun; facial features of Joker outlined in black; and the ripped portion of the card was in the blue and white diamond design.

The next insignia adopted by the squadron was the outline of a human skull. This insignia was approved by CNO on 1 February 1946. Superimposed on the nose of a skull was a human skelton with the arms holding paddles that became the eyes of the skull, while the teeth were represented by the word “Fighting 20.” The colors were primarily black and white, with the exception of the paddles (eyes) and the lettering which were red. On 28 February 1947 CNO, approved a modification of this insignia which changed the Fighting 20 to Fighting 9A.

On 10 June 1949, CNO approved another modification to the squadron insignia which embellished the skull design. The background became a blue diamond



A new insignia was adopted by the squadron and approved in 1946. A modification to this insignia was made in 1947 that changed the “Fighting 20” to “Fighting 9A.”



A new insignia was adopted by the squadron and approved in June 1949. This insignia is a well-known design that was in use from 1949 until the squadron's disestablishment in 1969.

outlined in black. Red stylized wings outlined in blue and white were added, as well as a black and white machine gun in the shape of a cigarette with a yellow ammunition belt and red bullets. The machine gun was held by the skelton's hand which was outlined in black. Fighting 9A was dropped and replaced by regular shaped teeth. The skull remained white outlined in black and the LSO paddles were red and white.

Nickname: Blue Blasters, 1957–1969

Chronology of Significant Events

16 Apr 1944: The squadron departed NAS Alameda aboard *Essex* (CV 9) en route to Hawaii for four months of operational training prior to its first combat tour.

31 Aug 1944: Combat strikes were flown against the Bonin Islands. This was the squadron's first combat action.

24–25 Oct 1944: The squadron participated in the Battle for Leyte Gulf, sometimes referred to as the Second Battle of the Philippines Sea. VF-20 aircraft struck elements of all three Japanese Task Forces which were converging on Leyte Gulf.

Aug–Nov 1944: The squadron flew strikes against targets on the Bonin Islands, Yap and Palau Islands, Peleliu Island, Okinawa, Formosa, Luzon, and Leyte.

14 Dec 1944: Lieutenant (jg) Douglas Baker was on a strike mission against Clark Field on Luzon when he encountered Japanese fighter opposition. During this engagement he destroyed four Japanese aircraft before being shot down by anti-aircraft fire and lost in the action. This final action brought his air-to-air kills to 16, making him one of the high ranking aces for the Navy. Only eight other Navy pilots equalled or exceeded this record.

Dec 1944–Jan 1945: VF-20 engaged in another series of combat actions, flying missions against targets on and around Luzon, Formosa, French Indochina (Vietnam), Hong Kong, the South China Sea, and

Okinawa. Many of these operations were in support of the landings at Lingayen Gulf.

22 Jan 1945: This was the last day of combat action for the squadron during World War II. During the period from 31 August 1944, the squadron compiled a formidable combat record. There were 8 aces (9 counting the Commander of CVG-20 who flew the squadron's aircraft), 12 individuals received the Navy Cross and 22 individuals received the Silver Star. VF-20 credits itself with the destruction of over 15 ships and 407 aircraft, not counting an even greater number that were damaged but not destroyed.

Feb 1945: Embarked in *Kwajalein* (CVE 98) at Ulithi and departed for the United States, arriving there in the latter part of the month.

Jul-Sep 1948: In cooperation with Commander Operational Development Force, Atlantic Fleet, the squadron participated in the experimental carrier controlled approach program aboard *Philippine Sea* (CV 47).

Apr 1953: The squadron embarked on *Antietam* (CVA 36) with its F2H-2s to conduct evaluation tests on the Navy's first angled deck carrier.

26 May 1954: The squadron was aboard *Bennington* (CVA 20), en route to the Mediterranean Sea, when an explosion aboard ship resulted in the death of 7 squadron personnel. The ship returned to the States and the squadron disembarked.

31 Oct 1954: Ensign Duane L. Varner completed a 1,900 mile nonstop, non-refueling, transcontinental flight from Los Alamitos, California, to NAS Cecil Field, Florida, in a squadron F2H-2 Banshee. His flight took 3 hours and 58 minutes and set a new long distance record for the Banshee.

4 Mar 1958: During cross-deck operations the squadron landed its A4D-1 Skyhawks aboard HMS *Ark Royal*.

Jul 1958: VA-34 flew support missions during the amphibious landings in Beirut, Lebanon, by U.S. Marines.

Jun 1959: Operating from NAAS Mayport, the squadron conducted the first operational firing of the Bull Pup air-to-ground missile in the Atlantic Fleet.

Apr 1961: VA-34's A4D-2 Skyhawks operated from *Essex* (CVS 9) in the Caribbean Sea during the Bay of Pigs invasion. This operation involved the first use of jet attack aircraft as part of an ASW Air Group, CVSG-60, operating aboard an ASW designated carrier.

26 Oct-18 Nov 1962: During the Cuban missile crisis the entire squadron flew aboard *Enterprise* (CVAN 65) on 26 October to augment the assigned air wing. *Enterprise* had departed for the Caribbean on 19 October. VA-34 flew numerous missions in support of Cuban quarantine.

18-26 Nov 1962: On 18 November the squadron transferred from *Enterprise* to *Independence* (CVA 62) during the quarantine operations. VA-34 continued to

fly quarantine missions aboard *Independence* until her return to the States on 26 November.

3-21 Dec 1962: The squadron was aboard *Saratoga* (CVA 60) for carrier refresher training in the Caribbean and continued operations relating to the Cuban missile crisis.

Dec 1963 and Jan-Feb 1964: The squadron provided detachments of A-4C Skyhawks aboard *Intrepid* (CVS 11) and *Randolph* (CVS 15). The aircraft were used for Combat Air Patrol to provide a fighter capability for the ASW carriers.

May-Dec 1967: VA-34 deployed to Vietnam as a component of an Attack Carrier Air Wing (CVW-10) embarked in *Intrepid* (CVS-11). This was the squadron's first combat action since 1945.

Home Port Assignments

| Location | Assignment Date |
|--------------------|-----------------|
| NAS San Diego | 15 Oct 1943* |
| NAS Atlantic City | 16 Apr 1945 |
| NAS Edenton | 26 Jun 1945 |
| NAS Elizabeth City | 02 Nov 1945 |
| NAAS Charlestown | 11 Mar 1946 |
| NAS Quonset Point | 01 May 1947 |
| NAAS Charlestown | 26 Jun 1948 |
| NAS Quonset Point | 01 Dec 1949 |
| NAAS Sanford | 01 May 1951 |
| NAS Jacksonville | 06 Oct 1952 |
| NAS Cecil Field | 04 Feb 1953 |

* During the squadron's Pacific tour from April 1944 to February 1945 it operated from numerous air and shore stations.

Commanding Officers

| | Date Assumed Command |
|-------------------------------|----------------------|
| LCDR Frederick E. Bakutis | 15 Oct 1943 |
| LCDR Herbert D. Remington | 17 Apr 1945 |
| LCDR T. W. Ramsay | 11 Feb 1946 |
| LCDR W. W. Brehm | 28 Oct 1947 |
| LCDR Thomas C. Provost, III | 01 Jul 1948 |
| LCDR Donald K. Olson | 12 Dec 1949 |
| LCDR Robert A. Sweatt | 21 Feb 1951 |
| LCDR H. B. Gibbs | 01 May 1952 |
| LCDR F. H. O'Brien | 10 May 1953 |
| CDR A. L. Detweiller (acting) | 05 Jul 1955 |
| CDR Charles W. Pittman | 28 Oct 1955 |
| CDR Ernest L. McClintock | Jan 1957 |
| CDR George C. Talley, Jr. | 07 Oct 1958 |
| CDR Mitchell C. Griffin | 11 Mar 1960 |
| CDR William J. Forgy | 26 May 1961 |
| CDR Hector W. Davis, Jr. | 29 May 1962 |
| CDR Walter T. Zebrowski | 05 May 1963 |
| CDR Grant C. Young | 05 May 1964 |
| CDR Rodney B. Carter | 05 May 1965 |
| CDR Robert A. Zajichek | 07 May 1966 |
| CDR Richard A. Wigent | 11 May 1967 |
| CDR Mark E. Perrault | 04 May 1968 |



The squadron's CO, Commander H. W. Davis, Jr., stands in front of the squadron's first A4D-2N (A-4C) Skyhawk.

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| F6F-3 | Oct 1943 |
| F6F-5 | Jul 1944 |
| F8F-1 | 03 Apr 1946 |
| F8F-2 | 03 Dec 1948 |
| F9F-2 | 27 Nov 1950 |
| F2H-2 | 14 Feb 1952 |
| F7U-3 | 06 Oct 1955 |
| A4D-1 | Jan 1957 |
| A4D-2 | Nov 1958 |
| A4D-2N/A-4C* | 07 Jul 1962 |

* A4D-2N designation was changed to A-4C in 1962.

A squadron F6F-5 Hellcat in flight, circa 1945 (Courtesy Robert Lawson Collection).



Major Overseas Deployment

| Date of Departure | Date of Return | Air Wing | Carrier | Type of Aircraft | Area of Operation |
|-------------------|----------------|----------|---------|------------------|----------------------------|
| 16 Aug 1944* | 21 Nov 1944 | CVG-20 | CV 6 | F6F-3 | WestPac |
| 11 Dec 1944* | 26 Jan 1945 | CVG-20 | CV 16 | F6F-3 | WestPac |
| 20 Feb 1948 | 26 Jun 1948 | CVAG-9 | CV 47 | F8F-1 | Med |
| 03 Sep 1951 | 20 Dec 1951 | CVG-3 | CV 32 | F9F-2 | Med |
| 28 Aug 1952 | 04 Feb 1953 | CVG-3 | CVA 32 | F2H-2 | Med |
| 30 Nov 1954 | 18 Jun 1955 | ATG-181 | CVA 15 | F2H-2 | Med |
| 01 Feb 1958 | 01 Oct 1958 | CVG-3 | CVA 60 | A4D-1 | Med |
| 15 Aug 1959 | 16 Feb 1960 | CVG-3 | CVA 60 | A4D-2 | Med |
| 22 Aug 1960 | 25 Feb 1961 | CVG-3 | CVA 60 | A4D-2 | Med/NorLant |
| 28 Nov 1961 | 12 May 1962 | CVG-3 | CVA 60 | A4D-2 | Med |
| 29 Mar 1963 | 25 Oct 1963 | CVG-3 | CVA 60 | A-4C | Med |
| 28 Nov 1964 | 12 Jul 1965 | CVW-3 | CVA 60 | A-4C | Med |
| 11 Mar 1966 | 26 Oct 1966 | CVW-3 | CVA 60 | A-4C | Med |
| 11 May 1967 | 30 Dec 1967 | CVW-10 | CVS 11 | A-4C | Med/IO/WestPac/ Vietnam |
| 22 Jul 1968 | 29 Apr 1969 | CVW-17 | CVA 59 | A-4C | Med |

* These deployment dates only cover the squadron's combat operations while staging out of Ulithi.



Squadron F8F-1 Bearcats in flight, circa 1948 (Courtesy Robert Lawson Collection).

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|----------------------|------------------|------------------------|
| CVG-20/CVAG-9/CVG-9* | PS | 15 Oct 1943 |
| CVG-3 | K | 01 Dec 1949 |
| ATG-181 | | 01 Nov 1953 |
| CVG-3/CVW-3† | K/AC‡ | 18 Jun 1955 |
| CVW-10 | AK | 01 Feb 1967§ |
| CVW-17 | AA | 16 Jan 1968 |

* Carrier Air Group 20 (CVG-20) was redesignated CVAG-9 on 15 November 1946 and was assigned the tail code PS on 12 December 1946. CVAG-9 was redesignated CVG-9 on 1 September 1948.

† Carrier Air Groups were redesignated Carrier Air Wings on 20 December 1963, hence, CVG-3 became CVW-3.

‡ CVG-3's tail code was changed from K to AC in the latter part of 1957. The effective date was most likely the beginning of FY 58 (1 July 1957).

§ CVW-3 records for 1967 list VA-46 being transferred from the air wing on 1 February 1967 but does not list VA-34. VA-34, as well as VA-46 and VA-103, were part of CVW-3 for the entire year of 1966, consequently, VA-34 probably was transferred from CVW-3 at the same time as VA-46 and VA-103, although such a transfer was not recorded in the air wing's history report.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NAVE | 01 Jul 1948 | 30 Jun 1949 |
| | 31 Aug 1944 | 18 Sep 1944 |
| | 10 Oct 1944 | 22 Nov 1944 |
| | 12 Jun 1967 | 08 Dec 1967 |
| PUC | 14 Dec 1944 | 16 Dec 1944 |
| | 03 Jan 1945 | 22 Jan 1945 |
| | 17 Jul 1958 | 25 Jul 1958 |
| AFEM | 29 Jul 1958 | 11 Aug 1958 |
| | 19 Aug 1958 | 07 Sep 1958 |
| | 26 Oct 1962 | 18 Nov 1962 |
| | 18 Nov 1962 | 20 Nov 1962 |
| RVNGC | 03 Dec 1962 | 20 Dec 1962 |
| | 21 Jun 1967 | 13 Jul 1967 |
| | 29 Jul 1967 | 27 Aug 1967 |
| | 14 Sep 1967 | 12 Oct 1967 |
| VNSM | 31 Oct 1967 | 24 Nov 1967 |
| | 21 Jun 1967 | 13 Jul 1967 |
| | 29 Jul 1967 | 27 Aug 1967 |
| | 14 Sep 1967 | 12 Oct 1967 |
| NEM | 31 Oct 1967 | 24 Nov 1967 |
| | 13 Apr 1961 | 26 Apr 1961 |



Squadron F2H-2 Banshees on the deck of Randolph (CVA 15) during her cruise to the Med in 1954–1955.

THIRD VA-34

Lineage

Established as Attack Squadron THIRTY FOUR (VA-34) on 1 January 1970. This is the third squadron to be designated VA-34.



When the third VA-34 squadron was established, it adopted this insignia which had been used by the second VA-34 squadron.

Squadron Insignia and Nickname

When VA-34 was established, it adopted the insignia and Blue Blasters nickname used by the previous VA-34 squadron (the second VA-34). Colors for the insignia are as follows: blue diamond background outlined in black, red stylized wings outlined in blue and white, black and

white machine gun in the shape of a cigarette, with a yellow ammunition belt and red bullets, white skull and skeleton with black markings and outline, red teeth, and red markings on the paddles (eyes).

Nickname: Blue Blasters, 1970-present

Chronology of Significant Events

17 Apr 1970: VA-34's establishment ceremony was conducted at NAS Oceana.

18 Sep 1970: The squadron boarded *Kennedy* (CVA 67) and departed on 14 September for final training and an Operational Readiness Inspection prior to its scheduled November deployment to the Mediterranean Sea. However, while en route to the Caribbean, the ship was ordered to deploy to the Mediterranean after Syria invaded Jordan.

Sep 1972: A squadron A-6 Intruder conducted cross-decking operations on HMS *Ark Royal* while operating in the Norwegian Sea.

Oct-Nov 1973: Due to the outbreak of war in the Middle East (Yon Kippur War), VA-34 and *Kennedy* departed the Norwegian Sea and reentered the Mediterranean, conducting surveillance operations south of Crete.

Sep-Oct 1982: During the deployment to the North Atlantic, *America* (CV 66), with VA-34 embarked, received orders on 22 September to proceed to the Mediterranean due to the continuing crisis in Lebanon.

Jan and May 1983: While in the Eastern Mediterranean the squadron conducted air operations from *America* in support of the multinational peace-keeping forces in Beirut, Lebanon.

Sep 1985: While deployed aboard *America* to the North Atlantic, the squadron conducted flight operations from the carrier while it operated within Vestfjord, a Norwegian fjord.

24 Mar 1986: Libyan missiles were fired at U.S. Navy forces operating in the Gulf of Sidra. As a result of this hostile act retaliatory strikes, known as Operation Prairie Fire, were initiated against Libya by the American naval forces in the area. VA-34's A-6E Intruders, operating from *America*, attacked and damaged a Libyan Combattante II G-class fast attack missile craft with a Harpoon missile. A follow-up attack by VA-85 aircraft with Rockeye bombs resulted in the sinking of the Combattante II. The Harpoon firing was the first use of this missile in combat and the squadron's first combat action since its establishment in 1970.

14 Apr 1986: Due to continued Libyan sponsorship of terrorist activity the United States initiated Operation Eldorado Canyon. VA-34 participated in this operation with its A-6Es, conducting a night, low level high speed attack against terrorists targets at the Benina airfield and military barracks in Benghazi, Libya.

Aug 1990: The squadron flew missions in support of Operation Desert Shield, the build up of American and Allied forces to counter a threatened invasion of Saudi Arabia by Iraq and as part of an economic blockade of Iraq to force its withdrawal from Kuwait.

Home Port Assignments

| Location | Assignment Date |
|------------|-----------------|
| NAS Oceana | 01 Jan 1970 |

Commanding Officers

| | Date Assumed Command |
|--------------------------|----------------------|
| CDR Robert W. Miles | Feb 1970 |
| CDR Samuel L. Sayers | 25 Jun 1971 |
| CDR Philip M. Shannon | Jul 1972 |
| CDR Lester T. Jackson | 28 Jul 1973 |
| CDR William R. Westerman | 19 Jul 1974 |
| CDR Gary F. Wheatley | 29 Oct 1975 |
| CDR Robert H. Byng | 03 Jan 1977 |
| CDR John M. McNabb | 21 Apr 1978 |
| CDR John G. Hawley | 03 Jul 1979 |
| CDR Brinley K. McDanel | 20 Oct 1980 |
| CDR Bennice L. Liner | 25 Nov 1981 |
| CDR Garth A. Van Sickle | 13 Feb 1983 |
| CDR James B. Dadson | 07 Aug 1984 |
| CDR Richard G. Coleman | 27 Jan 1986 |
| CDR Bernis H. Bailey | 05 Jun 1987 |
| CDR Eugene K. Nielsen | 04 Nov 1988 |
| CDR Ronald K. Alexander | 16 May 1990 |

Aircraft Assignment

| <i>Total of Aircraft</i> | <i>Date Type First Received</i> |
|--------------------------|---------------------------------|
| A-6A | 17 Apr 1970 |
| A-6B | May 1970 |
| KA-6D | 1971* |
| A-6C | 1971† |

Aircraft Assignment—Continued

| <i>Total of Aircraft</i> | <i>Date Type First Received</i> |
|--|---------------------------------|
| A-6E | Dec 1973 |
| * The squadron received its first KA-6D sometime between April and June 1971. | |
| † The squadron received its first A-6C sometime between July and September 1971. | |



A squadron A-6E Intruder conducts operations off the coast of Norway in 1985.

Major Overseas Deployment

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|--------------------------|
| 14 Sep 1970 | 01 Mar 1971 | CVW-1 | CVA 67 | A-6A/B | Carib/Med/ NorLant |
| 01 Dec 1971 | 06 Oct 1972 | CVW-1 | CVA 67 | A-6A/B/C & KA-6D | Med/NorLant |
| 16 Apr 1973 | 01 Dec 1973 | CVW-1 | CVA 67 | A-6A/B/C & KA-6D | Med/NorLant |
| 28 Jun 1975 | 27 Jan 1976 | CVW-1 | CV 67 | A-6E & KA-6D | Med |
| 02 Sep 1976 | 09 Nov 1976 | CVW-1 | CV 67 | A-6E & KA-6D | NorLant |
| 15 Jan 1977 | 01 Aug 1977 | CVW-1 | CV 67 | A-6E & KA-6D | Med |
| 29 Jun 1978 | 08 Feb 1979 | CVW-1 | CV 67 | A-6E & KA-6D | Med |
| 04 Aug 1980 | 28 Mar 1981 | CVW-1 | CV 67 | A-6E & KA-6D | Med |
| 23 Aug 1982 | 30 Oct 1982 | CVW-1 | CV 66 | A-6E & KA-6D | NorLant/Med/ Carib |
| 08 Dec 1982 | 02 Jun 1983 | CVW-1 | CV 66 | A-6E & KA-6D | Med/IO |
| 24 Apr 1984 | 14 Nov 1984 | CVW-1 | CV 66 | A-6E & KA-6D | Carib/Med/IO |
| 24 Aug 1985 | 09 Oct 1985 | CVW-1 | CV 66 | A-6E & KA-6D | NorLant |
| 10 Mar 1986 | 10 Sep 1986 | CVW-1 | CV 66 | A-6E & KA-6D | Med |
| 29 Feb 1988 | 29 Aug 1988 | CVW-7 | CVN 69 | A-6E & KA-6D | Med |
| 08 Mar 1990 | 12 Sep 1990 | CVW-7 | CVN 69 | A-6E & KA-6D | Med/Red Sea |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVW-1 | AB | 02 Mar 1970 |
| CVW-7 | AG | 01 Oct 1986 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| MUC | 29 Sep 1970 | 31 Oct 1970 |
| | 01 Dec 1977 | 01 Mar 1979 |
| | 29 Aug 1985 | 20 Sep 1985 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NAVE | 01 Jan 1970 | 30 Jun 1971 |
| | 01 Jan 1982 | 31 Dec 1982 |
| NEM | 01 Jan 1983 | 20 Jan 1983 |
| | 06 May 1983 | 08 May 1983 |
| | 21 Mar 1986 | 27 Jun 1986 |
| NUC | 23 Mar 1986 | 17 Apr 1986 |
| SLOC | 04 Aug 1980 | 28 Mar 1981 |
| | 23 Aug 1982 | 02 Jun 1983 |
| SASM | 08 Aug 1990 | 24 Aug 1990 |



A VA-34 A-6E makes a low-level strike at Vieques Island bombing range in the Caribbean in 1988.

VA-35

Lineage

Established as Torpedo and Bombing Squadron TWO (VT-2) on 6 July 1925.

Redesignated Torpedo and Bombing Squadron TWO B (VT-2B) on 1 July 1927.*

Redesignated Torpedo Squadron THREE (VT-3) on 1 July 1937.

Redesignated Attack Squadron FOUR A (VA-4A) on 15 November 1946.

Redesignated Attack Squadron THIRTY FIVE (VA-35) on 7 August 1948.

Disestablished on 7 November 1949. The first squadron to be assigned the VA-35 designation.

Squadron Insignia and Nickname

The squadron's first insignia was a winged dragon holding the sun in its webbed foot. Several years later a bomb replaced the sun in the dragon's foot to symbolize the squadron's mission. The dragon's color was red, and was spitting fire from its mouth. There are no records indicating an approval date, however, there are references to the insignia in a newspaper published by *Saratoga* (CV 3).

A modification to the original insignia was approved sometime in 1928 or 1929. The new insignia depicted a dragon astride a bomb. Colors for the dragon were red with a green spine, yellow claws and the tip of the tail in yellow. The bomb was black. When the squadron was redesignated in 1937 it continued to use this insignia.

During World War II the dragon took on a fatter, more stylized shape, however, the colors remained the same. There are no records indicating the squadron changed its insignia following its designation changes in the 1940s.

Nickname: unknown

* The squadron designation system was changed on 1 July 1930 by General Order 202 and Bombing was dropped from the designation Torpedo and Bombing Squadron. However, there was no change to the abbreviated squadron designation, it still remained VT.



This was the first version of the dragon insignia used by the squadron. It dates from the mid-1920s.



A more detailed version of the dragon insignia was adopted by the squadron in the late 1920s.



The final version of the dragon insignia was used by the squadron during World War II and into the postwar period.

Chronology of Significant Events

6 Jul 1925: VT-2 was established on board *Aroostook* (CM 3) at Pearl Harbor. *Aroostook* had been a minelayer that was refitted as an aircraft tender but continued to carry the CM minelayer designation.

Aug 1926: The squadron was engaged in experimental work relating to the use of signal lights as a means of communicating between aircraft and ships.

1928: With the arrival of the T3M-2 aircraft, the squadron began the transition from water based aircraft to land planes. The squadron continued its aircraft transition from T3M-2s, which were difficult to land on the carrier, to T4M-1s. Primary mission with the T4M-1s was bombing, although they could be used for torpedo work and laying smoke screens.

Jan-Feb 1929: Fleet Problem IX was the first time the Navy's two large carriers, *Saratoga* (with VT-2B embarked) and *Lexington* (CV 2), participated in a major fleet exercise.

Mar-Apr 1930: In March the squadron participated in Fleet Problem X which was conducted in the Caribbean Sea, followed by the Fleet Problem XI in April.

May 1930: VT-2B's aircraft joined with the planes from 9 other squadrons, which included the *Saratoga*, *Lexington*, and *Langley* Air Groups, for a three-day tour of east coast cities from Norfolk, Virginia to Boston. The flight was commanded by Captain Kenneth Whiting and consisted of 36 torpedo and bombing planes, 57 fighting planes, 24 scouting planes, 3 amphibian utility planes, 3 Ford trimotored transports



A VT-2B T3M-2 with parachutists jumping from the wing, circa 1935.

and 2 staff planes. It was the largest air parade that had ever been assembled on the east coast.

1931-1934: The squadron participated in Fleet Problems XII through XV.

31 May 1934: A Fleet Review for President Franklin D. Roosevelt was held in New York Harbor.

1935-1938: The squadron participated in Fleet Problems XVI through XIX.

May 1937: VT-2B participated in the celebration marking the opening of the Golden Gate Bridge.

Apr-May 1940: The squadron participated in Fleet Problem XXI. This was the last major Fleet Problem conducted before America's involvement in World War II.

May-Jun 1942: VT-3, consisting primarily of its pilots, flight crews and a limited number of ground crewmen, operated from *Yorktown* (CV 5) during the Battle of Midway. The other officers and ground crews remained ashore at NAS Kaneohe. Shortly after noon on the 4th, Lieutenant Commander Massey led a flight of 12 TBD-1 Devastors into the attack against the Japanese carriers. They were the last of the three torpedo squadrons to engage the enemy. Only two aircraft survived, both flown by enlisted pilots. The two surviving TBDs returned to the task force while *Yorktown* was under attack from Japanese carrier aircraft. These two TBDs were ditched and their crews picked up by ships in the task force. VT-3's survivors from *Yorktown* returned to the squadron at NAS Kaneohe.

4 Jun 1942: Lieutenant Commander Massey was posthumously awarded the Navy Cross for his action during the battle. Eleven other squadron TBD pilots also were awarded the Navy Cross, they were Ensign Wesley F. Osmus, Ensign Carl A. Osberg, Lieutenant Patrick H. Hart, Enlisted Pilot Harry L. Corl, Enlisted Pilot Wilhelm G. Esders, Lieutenant (jg) Curtiss W. Howard, Ensign Leonard L. Smith, Enlisted Pilot John W. Haas, Ensign David J. Roche, Ensign Oswald A. Powers, and Lieutenant (jg) Richard W. Suesens.

Aug 1942: Operating from *Enterprise* (CV 6), VT-3 participated in the Battle of the Eastern Solomons.

Nov 1942-Jul 1943: VT-3 operated from *Saratoga*, flying combat missions against various Japanese held islands in the South Pacific and providing air cover for American forces operating in the Eastern Solomons. When the squadron was not operating from *Saratoga* it was based ashore at various places, including Fiji; Efate and Espiritu Santo, New Hebrides; Tontouta, New Caledonia, and Guadalcanal, Solomons.

May 1943: The British carrier HMS *Victorious* joined the *Saratoga* task force and operated with it until the latter part of July.

31 Jul 1943: VT-3's TBFs were transferred to Tontouta on 30 July and the following day squadron personnel embarked on HMS *Victorious* for transfer to CONUS to reform. This ended the air group and squadron's association with *Saratoga*.

25 Sep 1943: VT-3 and *Saratoga* Air Group were reformed at NAS Seattle. The *Saratoga* Air Group was reformed as Carrier Air Group THREE (CVG-3) with VT-3 as one of the three squadrons.

Nov 1944: VT-3 conducted combat operations from *Yorktown* (CV 10) against targets in the Philippines in support of the Leyte invasion.

Dec 1944: The squadron flew combat operations from *Yorktown* against targets on Luzon in preparation for the invasion of the island. While retiring from the combat area Task Force 38, which included *Yorktown* and CVG-3, sailed through a typhoon which sank three destroyers and extensively damaged other ships in the task force.

Jan 1945: Combat operations were conducted against targets in Formosa and the Philippines in support of the Lingayen Gulf landings on Luzon in early January. With *Yorktown* leading the way, Task Force 38 entered the South China Sea on 10 January. VT-3 struck targets near Saigon and along the Vietnamese coast, Hong Kong and Canton areas, Formosa and Okinawa.

9 Jan 1945: For actions against enemy targets on Formosa Lieutenant Frank F. Frazier was awarded the Silver Star.

Feb 1945: VT-3 participated in the first carrier strikes against the Tokyo area, bombing the Tachikawa Engine Factory, 16 miles from the Imperial Palace. Following these strikes the squadron concentrated its attention on Chichi Jima and air support for the invasion of Iwo Jima. This operation was the last combat action for the squadron during World War II. In early March VT-3 transferred to *Lexington* (CV 16) for transit to the States.

Jun-Oct 1948: During the squadron's tour of duty in the Mediterranean the Sixth Fleet was placed on alert due to the out break of war between Israel and the Arab countries following the establishment of the state of Israel.

Nov 1948: The squadron participated in cold weather operations in the Northern Atlantic.



This is a well-known photo of the squadron's T4M-1 making an approach on *Saratoga* (CV 3). Notice the squadron's dragon insignia on the fuselage just aft of the lower wing.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|--------------------------------|------------------------|
| <i>Aroostook</i> (CM 2)* | 06 Jul 1925 |
| NAS San Diego | Sep 1925 |
| Ford Island (NAS Pearl Harbor) | Jan 1942† |
| NAS Kaneohe | 03 Feb 1942‡ |
| Efate | Aug 1942‡ |
| Hawaii | Sep 1942‡ |
| NAS Seattle | Sep 1943 |
| NAS Whidbey Island | 11 Oct 1943 |
| NAS Pasco | 02 Feb 1944 |
| NAS Alameda | 05 Apr 1944† |
| NAS Puunene | 22 Apr 1944† |
| NAS Hilo | 07 Jun 1944† |
| NAS Kahului | 22 Jul 1944† |
| NAS Seattle | Mar 1945 |
| NAAF Lewiston | 07 May 1945 |
| NAS Key West | 15 Jun 1945 |
| NAAS Oceana | 15 Jul 1945 |
| NAS Quonset Point | 11 Aug 1947 |
| NAAS Charlestown | 13 Oct 1947 |
| NAS Quonset Point | 21 Mar 1949 |

* The ship was at NAS Pearl Harbor.

† Temporarily based ashore during World War II.

‡ When *Enterprise* (CV 6) was damaged by air attacks on 24 August, during the Battle of the Eastern Solomons, VT-3's surviving aircraft were flown to Efate. These aircraft remained at Efate while the majority of the squadron personnel went aboard *Saratoga* (CV 3) and returned to Hawaii in September 1942.

Commanding Officers

| | <i>Date Assumed Command</i> |
|-----------------------------|-----------------------------|
| LT A. O. Rule, Jr. | 06 July 1925 |
| LT J. B. Kniep | Sep 1925 |
| LCDR M. Griffin | Oct 1925 |
| LCDR J. G. Strong | 18 Jan 1926 |
| LCDR J. B. Kniep | Jun 1926 |
| CDR Read | Jul 1926 |
| LCDR J. B. Kniep | Sep 1926 |
| LT A. P. Schneider | Aug 1927 |
| LCDR Harry R. Bogusch | Feb 1928 |
| LCDR A. E. Montgomery | Jul 1929 |
| LCDR William Masek | Jul 1930 |
| LCDR J. L. Cotton | Mar 1931 |
| LT T. C. Lonnquest (acting) | Jun 1931 |
| LCDR J. J. Ballentine | Jul 1931 |
| LCDR Theodore C. Lonnquest | Dec 1932 |
| LCDR Harold J. Brow | May 1933 |
| LCDR Herman E. Halland | Jun 1934 |
| LCDR William H. Buracker | Jun 1936 |
| LCDR Marion E. Crist | Jun 1937 |
| LCDR Frank C. Sutton | 27 Jun 1938 |
| LT Austin V. Magly | 28 May 1940 |
| LT J. C. Clark | 27 Jun 1941 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|-------------------------------------|-----------------------------|
| LCDR John A. Collett | Jan 1942 |
| LT John N. Myers (acting) | Jan 1942 |
| LCDR Lance E. Massey | 17 Apr 1942 |
| LT John N. Myers (acting) | Jun 1942 |
| LCDR Charles M. Jett | 20 Jun 1942 |
| LT John N. Myers (acting) | 29 Dec 1942 |
| LT Charles H. Turner (later LCDR) | Apr 1943 |
| LT Roy S. Belcher, Jr. (later LCDR) | 24 May 1945 |
| LCDR Norman D. Johnson | Jan 1948 |
| LCDR Roy P. Gee | 24 Aug 1949 |



A squadron TG-2 with its dragon insignia on the fuselage, circa mid 1930s.

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| DT-2* | Jul 1925 |
| SC-2 | Nov 1925 |
| SC-1 | Mar 1926 |
| CS-1 | Nov 1926 |
| T2D-1 | Jun 1927 |
| T3M-2 | Aug 1927 |
| TB-1 | Sep 1927 |
| T4M-1 | Jul 1928 |
| TG-1 | Jun 1930 |
| TG-2 | Apr 1932 |
| TBD-1 | 05 Oct 1937 |
| TBF-1 | Jul 1942† |
| TBM-1C | 15 Mar 1944 |
| TBM-3E | Jun 1945 |
| TBM-3Q | Jun 1946 |
| TBM-3J | May 1947 |
| TBM-3W | Sep 1947 |
| AD-1 | Apr 1949 |
| AD-2 | May 1949 |

* The aircraft were on loan to the squadron from NAS Pearl Harbor.

† VT-3's shore detachment received its first TBF-1 in early May 1942. However, the squadron continued to operate the TBD-1s aboard the carrier until the latter part of July 1942 when it became an all TBF unit.



A TBD-1 with VT-3 markings and the ever-present dragon insignia on the fuselage (Courtesy Harry Gann and the Douglas Collection).

Major Overseas Deployment

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|------------------------------|----------------|-----------------------------|--|
| 15 Jan 1929 | Mar 1929 | <i>Saratoga</i> Air Group | CV 3 | T4M-1 | Canal Zone (Pac side) |
| 15 Feb 1930 | 21 Jun 1930 | <i>Saratoga</i> Air Group | CV 3 | T4M-1 | Canal Zone/ Carib |
| 05 Feb 1931 | 15 Apr 1931 | <i>Saratoga</i> Air Group | CV 3 | TG-1 | Canal Zone/ Carib |
| Feb 1932 | 19 Mar 1932 | <i>Saratoga</i> Air Group | CV 2/3* | TG-1 | Hawaii |
| 23 Jan 1933 | 17 Feb 1933 | <i>Saratoga</i> Air Group | CV 3 | TG-2 | Hawaii |
| 09 Apr 1934 | 09 Nov 1934 | <i>Saratoga</i> Air Group | CV 3/ CV 2† | TG-2 | Canal Zone/ Carib & East Coast of U.S. |
| May 1935 | Jun 1935 | <i>Saratoga</i> Air Group | CV 3 | TG-2 | Hawaii/ NorPac |
| Apr 1936 | Jun 1936 | <i>Saratoga</i> Air Group | CV 3 | TG-2 | Canal Zone/ Pac |
| Apr 1937 | May 1937 | <i>Saratoga</i> Air Group | CV 3 | TG-2 | Hawaii/Pac |
| 15 Mar 1938 | Apr 1938 | <i>Saratoga</i> Air Group | CV 3 | TBD-1 | Hawaii/Pac |
| 02 Apr 1940 | 21 Jun 1940 | <i>Saratoga</i> Air Group | CV 3 | TBD-1 | Hawaii/Pac |
| 08 Dec 1941 | Jan 1942 | <i>Saratoga</i> Air Group | CV 3‡ | TBD-1 | Hawaii/Pac |

Major Overseas Deployment—Continued

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|------------------------------|-------------------|-------------------------|--------------------------|
| May 1942 | Jun 1942 | <i>Yorktown</i> Air Group | CV 5 | TBD-1 | Midway Island |
| 15 Jul 1942 | Aug 1942 | <i>Enterprise</i> Air Group | CV 6 | TBF-1 | Pacific ops |
| 10 Nov 1942 | Jul 1943 | <i>Saratoga</i> Air Group | CV 3§ | TBF-1 | Pacific ops |
| 24 Oct 1944 | 27 Mar 1945 | CVG-3 | CV 10/ CV 16** | TBM-1C | Pacific ops |
| 07 Jun 1947 | 11 Aug 1947 | CVAG-3 | CV 33 | TBM-3E/Q & TBM-3J | NorLant/ Carib |
| 01 Jun 1948 | 02 Oct 48 | CVG-3 | CV 33 | TBM-3E/J & TBM-3W | Med |

* The squadron's cruise to Hawaii began aboard *Lexington* (CV 2) and prior to the beginning of Fleet Problem XXIII in late February it was transferred to *Saratoga*.

† During the squadron's 7 month deployment in 1934 VT-2B was divided into two divisions, with division 1 aboard *Saratoga* and division 2 aboard *Lexington*. VT-2B's division 2 operated with *Lexington's* Air Group.

‡ The squadron was operating from *Saratoga* in the Hawaiian area when the ship was hit by a torpedo from a Japanese submarine on 11 January 1942. *Saratoga* departed Hawaii and returned to Bremerton, Washington for repairs and VT-3 remained in Hawaii.

§ The squadron and air group transferred from *Saratoga* to HMS *Victorious* in July 1943 and returned to Hawaii aboard the British carrier. *Saratoga* remained in the South Pacific and continued her combat operations with a different air group embarked.

** On 5 March 1945 VT-3 and CVG-3 were transferred from *Yorktown* to *Lexington* for its return to the States via Hawaii. *Lexington* departed Ulithi on 6 March, arriving in Hawaii on 17 March, departing on the 20th and arriving at Bremerton, Washington on 27 March.



Squadron TBM-3 Avenger at NAAS Oceana in 1946 (Courtesy Robert Lawson Collection).

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|---|------------------|------------------------|
| Aircraft Squadrons, Battle Fleet, <i>Aroostook</i> (CM 2) | | 06 Jul 1925 |
| <i>Saratoga</i> Air Group* | | 09 Apr 1927 |
| <i>Yorktown</i> Air Group† | | May 1942 |
| <i>Enterprise</i> Air Group | | Jul 1942 |
| <i>Saratoga</i> Air Group/ CVG-3/CVAG-3/CVG-3§ | K‡ | Sep 1942 |

* CNO's Assignment of Naval Aircraft (Naval Aeronautic Organization) for FY 27 (July 1927–June 1928) assigned VT-2B to *Saratoga* (CV 3) prior to the carrier's commissioning. Evolution of the *Saratoga* Air Group was as follows: *Saratoga* (CV 3) was commissioned 16 November 1927 with squadrons previously assigned; the squadrons assigned to the carrier were known as the *Saratoga* Air Group. However, it was not until 1 July 1938 when the Air Group Commander billets were established that the air group became an official organization.

† Temporarily assigned to *Yorktown* Air Group during the Battle of Midway.

‡ The tail code K was assigned to *Kearsarge* (CV 33) on 7 November 1946. Since CVG-3 was assigned to *Kearsarge* its

squadrons used the K tail code. On 12 December 1946 the tail code K was removed from *Kearsarge* and assigned to CVG-3.

§ *Saratoga* Air Group redesignated Carrier Air Group THREE (CVG-3) on 25 September 1943. The CVG-3 designation was changed to CVAG-3 on 15 November 1946 to show the air wing's association with an attack carrier. CVAG-3 was changed back CVG-3 on 1 September 1948 regardless of the air groups' assignment to an attack or battle carrier.

Unit Awards

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------------------------|--|-------------|
| PUC | 11 Nov 1944 | 19 Nov 1944 |
| | 14 Dec 1944 | 16 Dec 1944 |
| | 03 Jan 1945 | 22 Jan 1945 |
| | 16 Feb 1945 | 25 Feb 1945 |
| | 23 Aug 1942 | 25 Aug 1942 |
| Campaign Medal (Asiatic-Pacific) | Nov 1942 | 08 Feb 1943 |
| | 11 Nov 1944 | 19 Nov 1944 |
| | 14 Dec 1944 | 16 Dec 1944 |
| | 03 Jan 1945 | 22 Jan 1945 |
| | 16 Feb 1945 | 25 Feb 1945 |



A squadron AD-1 trapping aboard *Leyte* (CV 32), November 1950 (Courtesy Duane Kasulka Collection).

SECOND VA-35

Lineage

Established as Bombing Squadron THREE B (VB-3B) on 1 July 1934.

Redesignated Bombing Squadron FOUR (VB-4) on 1 July 1937.

Redesignated Bombing Squadron THREE (VB-3) on 1 July 1939.

Redesignated Attack Squadron THREE A (VA-3A) on 15 November 1946.

Redesignated Attack Squadron THIRTY FOUR (VA-34) on 7 August 1948.

Redesignated Attack Squadron THIRTY FIVE (VA-35) on 15 February 1950. The second squadron to be assigned the VA-35 designation.

Squadron Insignia and Nickname



The original squadron diving panther insignia is one of the oldest squadron insignias in continuous use by a naval aviation command.

There is no record of official approval for the diving black panther insignia used by VB-3B. However, by mid-1935, the design appeared in Navy documents as Bombing THREE's insignia. The diving black panther design has been carried on through the various redesignations of the squadron and is the present insignia for VA-35. It was officially approved for VA-35 by CNO on 1 October 1957.

Nickname: Black Panthers.

Chronology of Significant Events

May 1935: *Ranger* (CV 4) and her embarked air group, including VB-3B, participated in Fleet Exercise XVI. This was the first time VB-3B and *Ranger* participated in a Fleet Exercise.

25 Nov 1935–25 Feb 1936: A detachment from VB-3B, including six BG-1s, was assigned to *Ranger's* Cold Weather Test Detachment and operated aboard *Ranger* in Alaskan waters.

Apr–Jun 1936: The squadron participated in Fleet Problem XVII.

Apr–May 1937: The squadron participated in Fleet Problem XVIII.

28 May 1937: VB-3B participated in an aerial review celebrating the opening of the Golden Gate Bridge.

Jul 1937: The squadron, embarked in *Lexington* (CV 2), participated in the search for Amelia Earhart Putnam and Fred Noonan.

Sep 1937: VB-4, embarked in *Ranger*, visited Lima, Peru, in conjunction with the International Aviation Conference being held there.

Mar–Apr 1938: The squadron participated in Fleet Problem XIX.

Apr–May 1940: The squadron participated in Fleet Problem XXI. This was the last major fleet problem conducted before America's involvement in World War II.

Apr 1942: VB-3, embarked in *Enterprise* (CV 6), provided escort patrols for the task force which launched Colonel Doolittle's B-25 raid against Tokyo.

4 Jun 1942: At the Battle of Midway, VB-3, embarked in *Yorktown* (CV 5), engaged in its first combat operations. *Yorktown's* first strike included 17 SBD-3's from VB-3 led by Lieutenant Commander Leslie. Approximately an hour after launch, VB-3's aircraft sighted the Japanese Fleet and commenced their dive-bombing attack; the primary target was the carrier *Soryu*. Lieutenant (jg) Paul A. Holmberg was the first to drop his 1,000 pounder on the *Soryu*. His hit was followed by two more from VB-3's SBDs. *Soryu* erupted into flames and eventually sank.

With the *Soryu* in flames, the other VB-3 SBDs directed their attack against other targets. They attacked a destroyer, the *Isokaze*, making one hit on her fantail and "what appeared to be a battleship," claiming a hit on her stern. All 17 SBDs from VB-3 escaped the attack without a hit and returned to *Yorktown*. Prior to landing on the carrier, they were directed to leave the area due to incoming enemy aircraft. All VB-3's SBDs landed on *Enterprise* except for Lieutenant Commander Leslie and his wingman, Lieutenant (jg) Holmberg. These two men, low on fuel, ditched their aircraft along side the cruiser *Astoria* and were picked up by the ship's motor whaleboat.

The battle was still not over for VB-3. In late afternoon, 14 of VB-3's SBDs were launched from *Enterprise* as part of a strike group ordered to attack the fourth Japanese carrier, *Hiryu*. Lieutenant Shumway was in charge of VB-3's formation. The strike force located *Hiryu* and again caught a Japanese carrier in the vulnerable position of having armed and fueled planes on deck. Direct hits from Shumway's SBD's resulted in a torched *Hiryu* and her eventual sinking. Several of VB-3's aircraft suffered heavy damage from attacking Japanese aircraft. However, all but



The squadron's insignia with the scroll and designation added to the original design.

two of VB-3's aircraft returned to *Enterprise*. Seventeen of VB-3's pilots received the Navy Cross for their action during the Battle of Midway, they were Ensigns Benson, Butler, Campbell, Cobb, Cooner, Elder, Hanson, Isaman, Lane, Merrill and Schoegel; Lieutenant (jg)s Holmberg, Sherwood and Wiseman; Lieutenants Bottomley and Shumway; and Lieutenant Commander Leslie.

Aug 1942: While operating from *Saratoga* in the South Pacific, the squadron participated in strikes against Guadalcanal and other enemy installations in the Solomon Islands in support of the occupation of Guadalcanal.

24 Aug 1942: VB-3 participated in the Battle of the Eastern Solomons, attacking *Ryujo*, a Japanese light carrier, and helping to sink her.

Jan-Jul 1943: VB-3 operated in the South Pacific flying combat sorties against various Japanese-held islands and providing air cover for American forces.

July 1943: VB-3 and the *Saratoga* Air Group were relieved by Air Group 12 and boarded HMS *Victorious* for transfer to CONUS to reform, arriving at San Diego on 18 August. This ended the air group and VB-3's association with *Saratoga* (CV 3).

Nov 1944: VB-3 conducted combat operations from *Yorktown* (CV 10) against various targets, including shipping, in support of the Leyte invasion.

Jan 1945: Combat operations were conducted against targets in Formosa and the Philippines in support of the Lingayen Gulf landings on Luzon in early January. With *Yorktown* leading the way, Task Force 38 entered the South China Sea on 10 January. VB-3 struck targets near Saigon and along the Vietnamese coast, Canton and Hong Kong areas, Formosa and Okinawa.

Feb 1945: VB-3 participated in the first carrier strikes against the Tokyo area, bombing the Kasumiga-ura Airfield, an air depot 25 miles north of Tokyo, and the Tachikawa Aircraft Engine Plant, located 16 miles west of the Imperial Palace. Following these strikes, the squadron concentrated its attention on air support for the invasion of Iwo Jima. This operation was the last combat action for the squadron during World War II. On 6 March, the squadron transferred from *Yorktown* to *Lexington* (CV 16) for transfer to CONUS.

11 Oct 1950: While deployed to the Korean Theater aboard *Leyte* (CV 32), the squadron launched its first combat mission since February 1945, striking North Korean targets.

12 Dec 1950: The squadron's commanding officer, Lieutenant Commander Bagwell, crash-landed in North Korea and was taken prisoner.

Jul-Aug 1958: VA-35, along with other squadrons from CVG-3, provided support for U.S. Marines landing in Lebanon.

Oct-Nov 1962: VA-35 deployed to McCalla Field, Guantanamo Bay, Cuba, during the Cuban Missile

Crisis. During December, the squadron was embarked in *Saratoga* (CVA 60).

4 Feb 1965: The squadron's commanding officer, Commander Richard G. Layser, was killed in an accident.

15 Aug 1965: VA-35 transferred from CVW-3 in preparation for its transition to the A-6A Intruder. This brought to a close an illustrious career with CVW-3 that began in 1939.

26 Feb 1967: The squadron participated in the first combat aerial mining operations since World War II, when its A-6A Intruders dropped mines in the Song Ca and Song Giang Rivers of North Vietnam.

1 Oct 1967: During a weapons training deployment to NAS Yuma, Arizona, VA-35 became the first A-6A squadron to fire the AIM-9 Sidewinder missile.

Jan-Feb 1968: While embarked in *Enterprise* (CVAN 65) and en route to Yankee Station, the carrier was ordered to the Sea of Japan for operations following the seizure of the *Pueblo* (AGER 2) by the North Koreans.

12 Mar 1968: The squadron's commanding officer, Commander Kollmann, was lost in an operational accident.

17 Sep 1972: While on a mission over North Vietnam the squadron's commanding officer, Commander Donnelly, was lost and is still listed as missing in action.

3 Jan 1980: VA-35 departed Naples, Italy, embarked in *Nimitz* (CVN 68), en route to the Indian Ocean via the Cape of Good Hope after the U.S. Embassy staff was taken hostage in Tehran, Iran. This was the beginning of 144 consecutive days at sea for the squadron.

26 May 1981: While on a training exercise aboard *Nimitz* off the coast of Charleston, S.C., an EA-6B from VMAQ-2 crashed into parked aircraft while attempting to land. VA-35 personnel provided firefighting support and assistance to the injured. There were no injuries to VA-35 personnel. Over 130 members of the squadron received awards for fighting fires and assisting the injured.

Jun 1985: *Nimitz* and VA-35 were ordered to operate off the coast of Lebanon due to the hijacking of TWA flight 847 by Arab radicals. The carrier and squadron remained on station until the release of the hostages in the latter part of June.

Feb 1987: VA-35, embarked in *Nimitz*, operated off the coast of Lebanon after three U.S. citizens were taken hostage from the American University in Beirut.

Jul 1988: VA-35 participated in a firepower demonstration for the Chairman of the Joint Chiefs of Staff and his guest, the Marshal of the Soviet Union.

Sep 1988: While deployed to the North Atlantic aboard *Theodore Roosevelt* (CVN 71), the squadron conducted flight operations from the carrier while in the Vestfjord of Norway.

Aug-Dec 1990: The squadron flew missions in sup-

port of Operation Desert Shield, the build-up of American and Allied forces to counter a threatened invasion of Saudi Arabia by Iraq and part of an economic blockade of Iraq to force its withdrawal from Kuwait.



The BM-1 was the first type of aircraft operated by the squadron. The vertical fin of the aircraft was most likely painted willow green, indicating it was assigned to the Ranger air group.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------------------------|------------------------|
| NAS Norfolk | 01 Jul 1934 |
| NAS San Diego | 14 Apr 1935 |
| Ford Island (NAS Pearl Harbor)* | Jan 1942 |
| NAS Kaneohe* | Feb 1942 |
| NAS Ewa* | Jun 1942 |
| NAS Kaneohe* | Sep 1942 |
| Nandi Field, Fiji Islands* | Nov 1942 |
| Tontouta Airfield, New Caledonia* | Dec 1942 |
| NAS Sand Point | Sep 1943 |
| NAS Whidbey Island | Oct 1943 |
| NAS Pasco | 02 Feb 1944 |
| NAS Alameda* | 05 Apr 1944 |
| NAS Puunene* | 22 Apr 1944 |
| NAS Hilo* | 07 Jun 1944 |
| NAS Kahului* | 22 Jul 1944 |
| NAS Seattle | 28 Mar 1945 |
| NAS Wildwood | 07 May 1945 |
| NAAS Oceana | 19 Jul 1945 |
| NAAS Charlestown | 15 Apr 1947 |
| NAS Quonset Point | 14 Aug 1947 |
| NAAS Charlestown | 01 Oct 1947 |
| NAS Quonset Point | 01 Feb 1949 |
| NAAS Oceana* | 24 Aug 1950 |
| NAS Quonset Point | 03 Feb 1951 |
| NAAS Sanford | 30 Apr 1951 |
| NAS Cecil Field | Feb 1953 |
| NAS Jacksonville | 01 Oct 1958 |
| NAS Oceana | Aug 1965 |

* Temporary shore base assignment during World War II.

Commanding Officers

| | <i>Date Assumed Command</i> |
|-----------------------------------|-----------------------------|
| LCDR George C. Fairlamb, Jr. | 01 Jul 1934 |
| LCDR Robert H. Harrell | 10 Jun 1935 |
| LCDR Paul E. Roswall | 05 Jun 1937 |
| LCDR Edgar A. Cruise | Jul 1938 |
| LCDR Robert E. Blick, Jr. | 01 Jul 1939 |
| LCDR Maxwell F. Leslie | 1942 |
| LCDR Dewitt W. Shumway | 15 Jun 1942 |
| LT Harold S. Bottomley, Jr | 16 Apr 1943 |
| LCDR John T. Lowe, Jr. | 29 Sep 1943 |
| LT Raymond S. Osterhoudt (acting) | 22 Dec 1944 |
| LT Raymond S. Osterhoudt | 23 Feb 1945 |
| LT. H. N. Murphy | 07 May 1945 |
| LCDR Heber J. Badger | 04 Oct 1946 |
| LCDR Ralph M. Bagwell | 30 Nov 1948 |
| LCDR John G. Osborn | 19 Dec 1950 |
| LCDR James W. Conger | 31 Mar 1952 |
| LCDR David G. Adams, Jr. | 10 Aug 1953 |
| CDR C. W. Johnson | Nov 1954 |
| CDR Alfred E. Brown | Sep 1956 |
| CDR Harlan W. Foote | 07 Oct 1958 |
| CDR William F. Bailey | 21 Mar 1960 |
| CDR E. C. Hastings II | 28 Apr 1961 |
| CDR W. F. Walker | 29 May 1962 |
| CDR J. R. Constantine | 07 Mar 1963 |
| CDR J. B. Allred | 13 Mar 1964 |
| CDR Richard G. Layser | 22 Jan 1965 |
| LCDR Joseph F. Frick (acting) | 04 Feb 1965 |
| CDR John W. Shute | 22 Mar 1965 |
| CDR Donald S. Ross | 13 Aug 1965 |
| CDR Arthur H. Barie | 29 Jul 1966 |
| CDR Glenn E. Kollmann | 14 Jul 1967 |
| CDR Herman L. Turk | 15 Mar 1968 |
| CDR Joseph F. Frick | 29 May 1969 |
| CDR Hugh J. Campbell | 02 Jun 1970 |
| CDR Kenneth B. Russell | 12 Apr 1971 |
| CDR Verne G. Donnelly | 24 May 1972 |
| CDR Milton D. Beach (acting) | 17 Sep 1972 |
| CDR Milton D. Beach | 26 Sep 1972 |
| CDR Gerald H. Hesse | 21 Sep 1973 |
| CDR Ronald P. Hyde | 15 Aug 1974 |
| CDR Brian K. Bryans | 10 Dec 1975 |
| CDR George D. O'Brien | 31 Mar 1977 |
| CDR James D. Joyner | 23 Jun 1978 |
| CDR John A. Pieno, Jr. | 19 Jul 1979 |
| CDR J. M. Luecke | 05 Feb 1981 |
| CDR A. H. White | 24 Jun 1982 |
| CDR Stephen A. Richmond | 15 Dec 1983 |
| CDR Ronald S. Pearson | 24 Jun 1985 |
| CDR Louis P. Lalli | 24 Oct 1986 |
| CDR James A. Bolcar | 08 Apr 1988 |
| CDR James B. Andersen | 06 Sep 1989 |



One of the squadron's early aircraft, a BG-1, at Floyd Bennett Field, New York. Note the diving panther insignia on the fuselage. The squadron was assigned to the Ranger air group when this photo was taken.

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| BM-1 and BM-2 | Jul 1934 |
| BG-1* | Nov 1934 |
| SB2U-2 | Jan 1938 |
| SB2U-1 | Jul 1940 |
| BT-1 | Mar 1941 |
| SBC-4 | Mar 1941 |
| SBD-3 | Aug 1941 |
| SBD-4 | Apr 1943 |
| SBD-3P | Apr 1943 |
| SBD-5 | Aug 1943 |
| SB2C-1C | Dec 1943 |
| SBW-3 | Jul 1944 |
| SB2C-4 | Sep 1944 |
| SB2C-5 | Jan 1946 |
| AD-2 | 24 Nov 1948 |
| AD-2Q | Feb 1949 |
| AD-1 | Feb 1949 |

Aircraft Assignment—Continued

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| AD-4 | Oct 1950 |
| AD-3 | May 1950 |
| AD-4L | Feb 1951 |
| AD-4B | Mar 1953 |
| AD-4N | Aug 1953 |
| AD-6/A-1H† | Sep 1953 |
| AD-5 | Oct 1954 |
| A-6A | 15 Dec 1965 |
| A-6B | Jan 1968 |
| KA-6D | Dec 1970 |
| A-6C | Feb 1971 |
| A-6E | 19 Apr 1973 |

* The XBG-1 was received by the squadron in October 1934, followed by the BG-1 production versions in November 1934.

† AD-6 designation changed to A-1H in 1962.



A formation of the squadron's SB2U Vindicators. The squadron's diving panther insignia is barely visible on the fuselage of the aircraft.

Major Overseas Deployment

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|-------------------------------|----------------|-----------------------------|-------------------------------------|
| 28 Mar 1935 | 15 Apr 1935 | <i>Ranger</i> Air Group | CV 4 | BG-1 | Carib/Panama Canal/West Coast |
| May 1935 | May 1935 | <i>Ranger</i> Air Group | CV 4 | BG-1 | Hawaii |
| * | * | * | CV 4 | BG-1 | Alaska |
| 27 Apr 1936 | Jun 1936 | <i>Lexington</i> Air Group | CV 2 | BG-1 | Central America/West Coast |
| Apr 1937 | May 1937 | <i>Lexington</i> Air Group | CV 2 | BG-1 | Hawaii |
| Mar 1938 | Apr 1938 | <i>Ranger</i> Air Group | CV 4 | BG-2 | Hawaii |
| 02 Apr 1940 | 21 Jun 1940 | <i>Saratoga</i> Air Group | CV 3 | SB2U-2 | Hawaii |
| 08 Dec 1941 | †Jan 1942 | <i>Saratoga</i> Air Group | CV 3 | SBD-3 | Hawaii |

Major Overseas Deployment—Continued

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|--------------------------------|-------------------|-----------------------------|-------------------------------------|
| Apr 1942 | Apr 1942 | <i>Enterprise</i> Air Group | CV 6 | SBD-3 | Pacific Ops |
| 30 May 1942 | Jun 1942 | <i>Yorktown</i> Air Group | CV 5‡ | SBD-3 | Battle of Midway |
| 07 Jul 1942 | 21 Sep 1942 | <i>Saratoga</i> Air Group | CV 3 | SBD-3 | SoPac |
| 12 Nov 1942 | 26 Jul 1943 | <i>Saratoga</i> Air Group | CV 3§ | SBD-3 | SoPac |
| 24 Oct 1944 | 27 Mar 1945 | CVG-3 | CV 10/ CV 16** | SB2C-4 | Pacific Ops |
| 07 Jun 1947 | 11 Aug 1947 | CVAG-3 | CV 33 | SB2C-5 | NorLant/Carib |
| 01 Jun 1948 | 02 Oct 1948 | CVG-3 | CV 33 | SB2C-5 | Med |
| 02 May 1950 | 24 Aug 1950 | CVG-3 | CV 32 | AD-3 | Med |
| 06 Sep 1950 | 18 Sep 1950 | CVG-3 | CV 32 | AD-3 | Carib/Panama Canal/West Coast |
| 19 Sep 1950 | 03 Feb 1951 | CVG-3 | CV 32 | AD-3/4 | WestPac/ Korea |
| 03 Sep 1951 | 21 Dec 1951 | CVG-3 | CV 32 | AD-4/L | Med |
| 29 Aug 1952 | Feb 1953 | CVG-3 | CVA 32 | AD-4 | Med |
| 12 Nov 1953 | Sep 1954 | CVG-3 | CVA 40 | AD-6 | World Cruise |
| 04 Nov 1955 | 02 Aug 1956 | CVG-3 | CVA 14 | AD-6 | Med |
| 01 Feb 1958 | 01 Oct 1958 | CVG-3 | CVA 60 | AD-6 | Med |
| 16 Aug 1959 | 26 Feb 1960 | CVG-3 | CVA 60 | AD-6 | Med |
| 22 Aug 1960 | 26 Feb 1961 | CVG-3 | CVA 60 | AD-6 | NorLant/Med |
| 28 Nov 1961 | 11 May 1962 | CVG-3 | CVA 60 | AD-6 | Med |
| 29 Mar 1963 | 25 Oct 1963 | CVG-3 | CVA 60 | AD-6 | Med |
| 28 Nov 1964 | 12 Jul 1965 | CVW-3 | CVA 60 | A-1H | Med |
| 19 Nov 1966 | 06 Jul 1967 | CVW-9 | CVAN 65 | A-6A | WestPac/Vietnam |
| 03 Jan 1968 | 18 Jul 1968 | CVW-9 | CVAN 65 | A-6A/B | WestPac/Vietnam |
| 23 Sep 1969 | 01 Jul 1970 | CVW-15 | CVA 43 | A-6A | WestPac/Vietnam |
| 06 Jul 1971 | 16 Dec 1971 | CVW-8 | CVA 66 | A-6A/B/C & KA-6D | Med |
| 05 Jun 1972 | 24 Mar 1973 | CVW-8 | CVA 66 | A-6A/C & KA-6D | WestPac/Vietnam |
| 03 Jan 1974 | 03 Aug 1974 | CVW-8 | CVA 66 | A-6E & KA-6D | Med |
| 06 Sep 1974 | 12 Oct 1974 | CVW-8 | CVA 66 | A-6E & KA-6D | NorLant |
| 16 Jul 1975 | 24 Sep 1975 | CVW-8 | CVN 68 | A-6E & KA-6D | Carib/NorLant |
| 07 Jul 1976 | 07 Feb 1977 | CVW-8 | CVN 68 | A-6E & KA-6D | Med |
| 01 Dec 1977 | 20 Jul 1978 | CVW-8 | CVN 68 | A-6E & KA-6D | Med/ NorLant |
| 10 Sep 1979 | 26 May 1980 | CVW-8 | CVN 68 | A-6E & KA-6D | Med/SoLant/ IO |
| 29 Aug 1980 | 17 Oct 1980 | CVW-8 | CVN 68 | A-6E & KA-6D | NorLant |
| 03 Aug 1981 | 12 Feb 1982 | CVW-8 | CVN 68 | A-6E & KA-6D | Med |
| 10 Nov 1982 | 20 May 1983 | CVW-8 | CVN 68 | A-6E & KA-6D | Carib/Med |

Major Overseas Deployment—Continued

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|---------------------------|
| 08 Mar 1985 | 04 Oct 1985 | CVW-8 | CVN 68 | A-6E & KA-6D | Carib/Med |
| 15 Aug 1986 | 16 Oct 1986 | CVW-8 | CVN 68 | A-6E & KA-6D | NorLant |
| 30 Dec 1986 | 26 Jul 1987 | CVW-8 | CVN 68 | A-6E & KA-6D | Med/SoLant/ West Coast |
| 25 Aug 1988 | 11 Oct 1988 | CVW-8 | CVN 71 | A-6E | NorLant |
| 30 Dec 1988 | 30 Jun 1989 | CVW-8 | CVN 71 | A-6E | Med |
| 07 Aug 1990 | 28 Mar 1991 | CVW-17 | CV 60 | A-6E & KA-6D | Med/Red Sea |

* Detachments from Aircraft Squadrons, Battle Fleet, including a detachment from VB-3B, were organized as *Ranger's* Cold Weather Test Detachment and operated on a northern cruise to Alaska sometime between late November 1935 and 25 February 1936.

† The squadron was operating from *Saratoga* in the Hawaiian area when the ship was hit by a torpedo from a Japanese submarine on 11 January 1942. *Saratoga* departed Hawaii for repairs at Bremerton, Washington, and VB-3 remained in Hawaii.

‡ After the squadron's first strike against the Japanese carriers, it operated from *Enterprise* (CV 6) for the remainder of the Midway battle.

§ While deployed to the South Pacific, as part of the *Saratoga* Air Group, the squadron operated from *Saratoga* and various shore stations in New Caledonia, Fiji Islands, and Solomon Islands.

** On 5 March 1945, VB-3 and CVG-3 were transferred from *Yorktown* (CV 10) to *Lexington* (CV 16) for its return to CONUS via Hawaii. *Lexington* departed Ulithi on 6 March, arriving in Hawaii on 17 March, departing on the 20th and arriving at Bremerton, Washington, on 27 March.



The squadron's SBD Dauntlesses are in the foreground on the deck of *Saratoga* (CV 3), circa late 1941. In the background are F4F Wildcats and TBD Devastators from *Saratoga's* air group.



SB2C-4 Helldivers from VB-3 fly over the invasion fleet at Iwo Jima en route to bomb targets on the island, 22 February 1945.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|---|------------------|------------------------|
| <i>Ranger Air Group*</i> | | 01 Jul 1934 |
| <i>Lexington Air Group*</i> | | Nov 1935 |
| <i>Ranger Air Group</i> | | 01 Jul 1937 |
| <i>Saratoga Air Group</i> | | 01 Jan 1939 |
| <i>Yorktown Air Group</i> | | May 1942 |
| <i>Saratoga Air Group/ CVG-3/CVAG-3/ CVG-3/CVW-3†</i> | K/AC‡ | Jun 1942 |
| CVW-4 | | 15 Aug 1965 |
| COMFAIRNORFOLK | | 16 Dec 1965 |
| CVW-9 | NG | 22 Sep 1966 |
| COMFAIRNORFOLK | | Jul 1968 |
| CVW-15 | NL | 31 Jul 1969 |
| COMFAIRNORFOLK | | 01 Jul 1970 |
| CVW-8 | AJ | 01 Jan 1971 |
| CVW-17 | AA | 07 Sep 1989 |

* *Ranger* (CV 4) was commissioned on 4 June 1934 and VB-3B was assigned to *Ranger* on 1 July 1934. Squadrons assigned to the carrier



A squadron AD-6 (A-1H) Skyraider, circa late 1950s or early 1960s.

ers prior to 1 July 1938 were part of that carrier's air group. However, it was not until after 1 July 1938, when Air Group Commander billets were established, that the air group became an official organization.

† The *Saratoga* Air Group was redesignated Carrier Air Group THREE (CVG-3) on 25 September 1943. The CVG-3 designation was changed to CVAG-3 on 15 November 1946 to show the air wing's association with an attack carrier. It was changed back to CVG-3 on 1 September 1948 and no longer indicated the air group's association to a particular carrier designation, such as attack or battle carrier. On 20 December 1963, all Carrier Air Groups (CVG) were redesignated Carrier Air Wings (CVW).

‡ The tail code K was assigned to *Kearsarge* (CV 33) on 7 November 1946. Since CVG-3 was assigned to *Kearsarge*, its squadrons used the K tail code. On 12 December 1946, the tail code K was removed from *Kearsarge* and assigned to CVG-3. Carrier Air Group 3's tail code was changed from K to AC in the latter part of 1957. The effective date was most likely the beginning of FY 58 (1 July 1957).

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| PUC | 11 Nov 1944 | 19 Nov 1944 |
| | 14 Dec 1944 | 16 Dec 1944 |
| | 03 Jan 1945 | 22 Jan 1945 |
| | 01 Jul 1971 | 31 Dec 1972 |
| NAVE | 01 Oct 1976 | 30 Sep 1977 |
| | 01 Oct 1978 | 30 Sep 1979 |
| | 01 Oct 1980 | 31 Dec 1981 |
| | 01 Jan 1983 | 31 Dec 1983 |
| PUC | 01 Jan 1987 | 31 Dec 1987 |
| | 11 Nov 1944 | 19 Nov 1944 |
| | 14 Dec 1944 | 16 Dec 1944 |
| | 03 Jan 1945 | 22 Jan 1945 |
| KPUC | 16 Feb 1945 | 25 Feb 1945 |
| | 05 Oct 1950 | 19 Jan 1951 |
| NUC | 09 Oct 1950 | 19 Jan 1951 |
| | 18 Dec 1966 | 20 Jun 1967 |
| | 22 Feb 1968 | 26 Jun 1968 |
| | 23 Jan 1980 | 01 May 1980 |
| MUC | 17 Jan 1991 | 28 Feb 1991 |
| | 27 Oct 1969 | 01 Jun 1970 |
| | 14 Jul 1972 | 20 Feb 1973 |
| | 01 Dec 1977 | 21 Dec 1979 |
| AFEM | 01 Jan 1981 | 12 Feb 1982 |
| | 23 Jan 1968 | 22 Mar 1968 |
| NEM | 10 Dec 1969 | 11 Dec 1969 |
| | 18 Oct 1962 | 23 Oct 1962 |
| | 14 Jan 1980 | 14 May 1980 |
| | 05 Dec 1982 | 31 Dec 1982 |
| RVNGC | 21 Jan 1983 | 13 Feb 1983 |
| | 18 Feb 1983 | 24 Feb 1983 |
| | 19 Mar 1983 | 21 Mar 1983 |
| | 18 Apr 1983 | 22 Apr 1983 |
| | 22 Feb 1968 | 24 Feb 1968 |
| | 26 Feb 1968 | 03 Mar 1968 |
| | 05 Mar 1968 | 08 Mar 1968 |
| | 12 Mar 1968 | |
| | 13 Mar 1968 | |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 14 Mar 1968 | |
| | 16 Mar 1968 | |
| | 29 Mar 1968 | 30 Mar 1968 |
| | 01 Apr 1968 | 05 Apr 1968 |
| | 07 Apr 1968 | 10 Apr 1968 |
| | 12 Apr 1968 | |
| | 14 Apr 1968 | |
| | 16 Apr 1968 | 20 Apr 1968 |
| | 22 Apr 1968 | 23 Apr 1968 |
| | 02 May 1968 | |
| | 01 Jun 1968 | 02 Jun 1968 |
| | 04 Jun 1968 | |
| | 15 Jun 1968 | |
| | 16 Aug 1968 | 10 Sep 1968 |
| VNSM | 19 Dec 1966 | 17 Jan 1967 |
| | 31 Jan 1967 | 03 Mar 1967 |
| | 20 Mar 1967 | 18 Apr 1967 |
| 28 Apr 1967 | 28 May 1967 | |
| | 04 Jun 1967 | 21 Jun 1967 |
| | 21 Feb 1968 | 17 Mar 1968 |
| | 26 Mar 1968 | 24 Apr 1968 |
| | 30 Apr 1968 | 21 May 1968 |
| | 30 May 1968 | 27 Jun 1968 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 26 Oct 1969 | 18 Nov 1969 |
| | 22 Dec 1969 | 19 Jan 1970 |
| | 17 Feb 1970 | 09 Mar 1970 |
| | 19 Mar 1970 | 11 Apr 1970 |
| | 28 Apr 1970 | 01 Jun 1970 |
| | 02 Jul 1972 | 04 Jul 1972 |
| | 11 Jul 1972 | 24 Jul 1972 |
| | 10 Aug 1972 | 28 Aug 1972 |
| | 06 Sep 1972 | 07 Oct 1972 |
| | 11 Oct 1972 | 12 Oct 1972 |
| | 20 Oct 1972 | 01 Dec 1972 |
| | 09 Dec 1972 | 27 Dec 1972 |
| | 09 Jan 1973 | 02 Feb 1973 |
| | 12 Feb 1973 | 16 Feb 1973 |
| | 21 Feb 1973 | 25 Feb 1973 |
| KLM | 17 Jan 1991 | 07 Feb 1991 |
| SASM | 22 Aug 1990 | 21 Sep 1990 |
| | 23 Oct 1990 | 09 Dec 1990 |
| | 06 Jan 1991 | 11 Mar 1991 |
| Campaign Medal | | |
| (Asiatic-Pacific) | For numerous periods during World War II. | |



A squadron A-6 Intruder with its famous diving panther insignia on the tail.

VA-36

Lineage

Established as Fighter Squadron ONE HUNDRED TWO (VF-102) on 1 May 1952.

Redesignated Attack Squadron THIRTY SIX (VA-36) on 1 July 1955.

Disestablished on 1 August 1970. The first squadron to be designated VA-36.

Squadron Insignia and Nickname

VF-102's first insignia was approved by CNO in October 1952. Unfortunately, the squadron's insignia file does not contain a drawing or photograph of the design. The insignia included: a blue circular design with a black winged wolf leaping diagonally from left to right in front of a yellow moon and over a red lightning bolt; and a blue sea depicted in the lower part of the circle. The wolf, lightning bolt, blue sea and circular insignia were outlined in yellow.



It is believed the squadron adopted the roadrunner insignia sometime after receiving its first A-4 Skyhawks. One of the nicknames for the A-4 was "Heinemann's Hot Rod" and the logo on the insignia may be indicative of that nickname.

The wolf, lightning bolt, blue sea and circular insignia were outlined in yellow.

The squadron also used an insignia design with a roadrunner.

However, there is no indication when it was approved or used by the squadron. Colors for the roadrunner insignia were: a green background outlined in yellow; and a gray roadrunner with blue wings and head feathers, a yellow beak, red tongue and white legs holding white rockets with red tips. The insignia's upper and lower scrolls had a blue background with Attack Squadron 36 in white on the upper and Hotrodus Supersonic in white on the lower. Both scrolls were outlined in yellow.

Nickname: Roadrunners, timeframe unknown.

Chronology of Significant Events

Nov 1953-Sep 1954: During the squadron's world cruise aboard *Tarawa* (CVA 40), it visited 14 different ports in 10 foreign countries and transited the Suez and Panama Canals.

Jul-Aug 1961: While deployed on a training cruise aboard *Saratoga* in the Caribbean, the squadron was on an alert status due to the Bay of Pigs invasion.

2 Dec 1965: The squadron conducted its first combat operations, flying from *Enterprise* (CVAN 65) on

Dixie Station in the South China Sea off the coast of Vietnam. This marked the first time a nuclear powered ship had engaged in combat.

Dec 1965-Jun 1966: During this period of combat operations squadron personnel were awarded over 170 Air Medals.

May-Jun 1967: VA-36, embarked on *America*, was on station in the eastern Mediterranean during the Middle East War between Israel and Egypt and Syria. Units of *America's* air wing were launched to provide air cover for *Liberty* (AGTR 5) when it came under attack by Israeli forces.

Home Port Assignments

| Location | Assignment Date |
|------------------|-----------------|
| NAAS Cecil Field | 01 May 1952 |
| NAS Jacksonville | Jul 1955 |
| NAS Cecil Field | Apr 1956 |

Commanding Officers

| | Date Assumed Command |
|--------------------------|----------------------|
| LCDR R. B. Dalton | 01 May 1952 |
| CDR R. A. Clarke | 1953 |
| CDR L. A. Menard, Jr. | 10 Sep 1954 |
| CDR Thad T. Coleman, Jr. | 31 May 1956 |
| CDR Hugh M. Garvey | 26 Jul 1957 |
| CDR A. L. Detweiler | 22 Jul 1958 |
| LCDR P. D. Davidson | 30 Jan 1960 |
| CDR G. L. Ayers, Jr. | 28 Apr 1961 |
| CDR E. J. Carroll | 29 May 1962 |
| CDR H. K. Matthes | 18 May 1963 |
| CDR R. W. Somers | 01 May 1964 |
| CDR J. E. Marshall | 22 Apr 1965 |
| CDR T. F. Rush | 02 Apr 1966 |
| CDR A. R. Cunningham | 19 May 1967 |
| CDR E. H. Brooks | 24 May 1968 |
| CDR N. H. Rose | 29 May 1969 |
| CDR W. C. Nix | 30 Mar 1970 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| FG-1D | May 1952 |
| F9F-5 | Oct 1952 |
| F9F-8 & F9F-8B | 02 Nov 1956 |
| F9F-8T | 14 Apr 1957 |
| A4D-2 | 11 Sep 1958 |
| A4D-2N/A-4C* | 21 Mar 1961 |
| A-4E† | Oct 1967 |

* The A4D-2N designation changed to A-4C in 1962.

† The squadron began its transition to A-4Es in October 1967 and in November 1967 transitioned back to A-4Cs.



In the background is a squadron F9F-5 Panther and the pilots who night carrier qualified aboard Bennington (CVA 20) in September 1955 prior to the squadron's WestPac deployment on the carrier. VA-36 pilots are: Bottom row, left to right: Lt. K. T. Weaver, Lt. P. M. McGucken, Cdr. L. A. Mendar, Jr., CO; Cdr. T. T. Coleman, Jr., XO; and LCdr. R. G. Altman. Top row, left to right: Lt. (jg) D. R. Fall, Lt. P. E. Johnson, Lt. (jg) D. A. Brown, Lt. (jg) A. J. Cooper, Lt. R. C. Doan, Lt. (jg) B. J. Gordon, Lt. T. W. Luckett, Ens. G. V. Smith, Lt. (jg) H. L. Brooks, Lt. H. A. Lackey II, Lt. A. J. Kermes, Lt. (jg) H. W. Newhard, Lt. (jg) W. D. Baker, Lt. (jg) M. N. Guess, Ens. L. Ames (AIO), Lt. (jg) R. C. Scott, Lt. J. D. Blackwood, Lt. (jg) J. B. Busey and Lt. (jg) M. E. Hill.

Major Overseas Deployment

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|-----------------------------------|
| Nov 1953 | Sep 1954 | CVG-3 | CVA 40 | F9F-5 | World Cruise |
| 31 Oct 1955 | 16 Apr 1956 | ATG-201 | CVA 20 | F9F-5 | WestPac |
| 15 Aug 1959 | 26 Feb 1960 | CVG-3 | CVA 60 | A4D-2 | Med |
| 22 Aug 1960 | 26 Feb 1961 | CVG-3 | CVA 60 | A4D-2 | NorLant/Med |
| 05 Jul 1961 | 22 Aug 1961 | CVG-3 | CVA 60 | A4D-2N | Carib |
| 28 Nov 1961 | 11 May 1962 | CVG-3 | CVA 60 | A4D-2N | Med |
| 03 Dec 1962 | 21 Dec 1962 | CVG-3 | CVA 60 | A4D-2N | Carib |
| 29 Mar 1963 | 25 Oct 1963 | CVG-3 | CVA 60 | A-4C | Med |
| 28 Nov 1964 | 12 Jul 1965 | CVW-3 | CVA 60 | A-4C | Med |
| 26 Oct 1965 | 21 Jun 1966 | CVW-9 | CVAN 65 | A-4C | SoLant/IO/ WestPac/ Vietnam |
| 10 Jan 1967 | 20 Sep 1967 | CVW-6 | CVA 66 | A-4C | Med |
| 04 Jun 1968 | 08 Feb 1969 | CVW-10 | CVS 11 | A-4C | SoLant/IO/ Pacific/Vietnam |
| 02 Dec 1969 | 08 Jul 1970 | CVW-17 | CVA 59 | A-4C | Med |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-10 | P | 01 May 1952 |
| CVG-3 | K | Nov 1953 |
| CVG-10 | P | Sep 1954 |
| ATG-201 | J/AP* | May 1955† |
| ATG-202 | AQ | 15 Jan 1958 |
| CVG-17 | AL | 14 Mar 1958 |
| CVG-3/CVW-3‡ | AC | 11 Oct 1958 |
| CVW-9 | NG | 22 Sep 1965 |
| CVW-8 | AJ | 15 Jul 1966 |
| CVW-6 | AE | 01 Sep 1966 |
| CVW-10 | AK | 16 Oct 1967 |
| CVW-17 | AA | 01 Aug 1969 |

* The tail code J was assigned to ATG-201 on 24 July 1956 and changed to AP in the latter part of 1957. The effective date for the change was most likely the beginning of FY 58 (1 July 1957).

† The specific date the squadron was assigned to Air Task Group 201 (ATG-201) has not been verified. However, it probably was in May 1955, the date the squadron deployed aboard *Bennington* (CVA 20) for a shakedown cruise to Guantanamo Bay.

‡ Carrier Air Groups were redesignated Carrier Air Wings on 20 December 1963, hence, CVG-3 became CVW-3.

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NEM | 07 Jul 1961 | 19 Aug 1961 |
| RVNGC | 02 Dec 1965 | |
| | 11 Dec 1965 | |
| | 21 Dec 1965 | |
| | 24 Dec 1965 | |
| | 26 Dec 1965 | 30 Dec 1965 |
| | 01 Jan 1966 | 02 Jan 1966 |
| | 04 Jan 1966 | 14 Jan 1966 |
| | 04 Feb 1966 | |
| | 19 Feb 1966 | |
| | 23 Feb 1966 | |
| | 27 Mar 1966 | 28 Mar 1966 |
| | 30 Mar 1966 | 31 Mar 1966 |
| | 02 Apr 1966 | |
| | 11 Apr 1966 | |
| | 29 Apr 1966 | |
| | 01 Oct 1968 | 01 Nov 1968 |
| VNSM | 02 Dec 1965 | 14 Jan 1966 |
| | 04 Feb 1966 | 23 Feb 1966 |
| | 16 Mar 1966 | 12 Apr 1966 |
| | 22 Apr 1966 | 14 May 1966 |
| | 23 May 1966 | 06 Jun 1966 |
| | 11 Jul 1968 | 12 Jul 1968 |
| | 14 Jul 1968 | 15 Jul 1968 |
| | 23 Jul 1968 | 22 Aug 1968 |
| | 14 Oct 1968 | 14 Nov 1968 |
| | 03 Dec 1968 | 27 Dec 1968 |
| NUC | 06 Jul 1968 | 16 Jan 1969 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NAVE | Jul 1958 | Jun 1959 |
| | 01 Jan 1967 | 30 Jun 1968 |
| AFEM | 03 Dec 1962 | 20 Dec 1962 |



Squadron A-4C Skyhawks assigned to CVW-9 deployed aboard Enterprise (CVAN 65).

SECOND VA-36

Lineage

Established as Attack Squadron THIRTY SIX (VA-36) on 6 March 1987.

Disestablished on 1 April 1994. The second Navy squadron to be assigned the VA-36 designation.

Squadron Insignia and Nickname

The insignia adopted by VA-36 is a modification of the Roadrunner insignia used by the first VA-36



The squadron adopted a roadrunner insignia similar to the first VA-36 squadron.

squadron. The old insignia had been a Roadrunner cartoon character, but the modification depicted a real bird with its primary enemy clutched in its talons. Colors for the insignia are: blue background and scrolls; silver and black bird with a red eye and tongue; yellow snake with black markings; and red lettering in the scrolls.

VA-36's insignia was tentatively approved by CNO on 6 April 1987.

Nickname: Roadrunners, 1987–1994.

Chronology of Significant Events

30 Dec 1988: VA-36 deployed aboard *Theodore Roosevelt* (CVN 71) for the carrier's maiden cruise to the Mediterranean Sea.

20 Jan–28 Feb 1991: The squadron participated in Operation Desert Storm, combat operations against Iraq.

Apr–Jun 1991: The squadron participated in Operation Provide Comfort, a multi-national operation providing relief and aid for Kurdish refugees in northern Iraq.

Mar–Sep 1993: The squadron, along with other units of CVW-8, deployed aboard *Roosevelt* (CVN 71) in a new approach to joint operations to test the Navy's ability to project a wide range of power and mobility from the sea. The composition on the carrier during the deployment included the regular air wing, minus an F-14 and S-3 squadron, and a Special Marine Air-Ground Task Force consisting of a Marine Corps fixed-wing and helo squadron and a company of Marines. The mix of units provided the carrier with the ability to project air and ground striking power ashore from a single deck.

Jun 1993: The squadron, along with other units embarked on *Theodore Roosevelt* (CVN 71), operated in the Red Sea in support of a strike on the Iraqi Intelligence Service headquarters building in Baghdad in response to Iraq's attempt on the life of former President Bush while on a visit to Kuwait in April. During this time, the squadron also participated in Operation Southern Watch missions, enforcing the U. N. no-fly zone within southern Iraq.

Home Port Assignments

| | <i>Location Assignment Date</i> |
|------------|---------------------------------|
| NAS Oceana | 06 Mar 1987 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|-------------------------|-----------------------------|
| CDR T. Lamar Willis | 06 Mar 1987 |
| CDR Daniel J. Franken | 01 Dec 1988 |
| CDR T. Ladson Webb, Jr. | 04 May 1990 |
| CDR Thomas M. Deyke | 27 Aug 1991 |
| CDR Mark T. McNally | 03 Sep 1992 |
| CDR Mark J. Himler | 23 Sep 1993 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| A-6E | May 1987 |

Major Overseas Deployment

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|--------------------------|
| 25 Aug 1988 | 11 Oct 1988 | CVW-8 | CVN 71 | A-6E | NorLant |
| 30 Dec 1988 | 30 Jun 1989 | CVW-8 | CVN 71 | A-6E | Med |
| 28 Dec 1990 | 28 Jun 1991 | CVW-8 | CVN 71 | A-6E | Med/IO |
| 11 Mar 1993 | 08 Sep 1993 | CVW-8 | CVN 71 | A-6E | Med/IO |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVW-8 | AJ | Sep 1987 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NUC | 17 Jan 1991 | 07 Feb 1991 |
| SASM | 14 Jan 1991 | 20 Apr 1991 |
| JMUA | 05 Apr 1991 | 16 Jul 1991 |
| MUC | 01 Mar 1993 | 01 Aug 1993 |



A squadron A-6E Intruder on a mission over the northern Arabian Gulf during Operation Desert Storm. Note the cluster bombs on the wing pylons.

VA-38

Lineage

Established as Attack Squadron THIRTY EIGHT (VA-38) on 1 March 1967.

Disestablished on 1 October 1968. The first and only squadron to be assigned the VA-38 designation.

Chronology of Significant Events

The establishment of VA-38 was directed by CNO.

The squadron's administrative assignment was to Commander Fleet Air, Jacksonville. However, it appears VA-38 existed only on paper. The squadron was established while the A-7A Corsair II was being introduced to the fleet and may have been programed to be a new A-7A attack squadron. However, according to the CNO publication, *Allowances and Location of Navy Aircraft*, the squadron was not assigned aircraft. The only records on the squadron are the CNO messages establishing and disestablishing the unit.

VA-42

Lineage

Established as Fighter Squadron FORTY TWO (VF-42) on 1 September 1950.

Redesignated Attack Squadron FORTY TWO (VA-42) on 1 November 1953.

Disestablished on 30 September 1994. The first squadron to be assigned the VA-42 designation.

Squadron Insignia and Nickname

The insignia for VA-42, the green pawn, was originally approved by CNO for Bombing and Fighting Squadron 75 (VBF-75) on 28 October 1946. When VBF-75 was redesignated VF-4B on 15 November 1946, the insignia was carried over for use by Fighting Squadron 4B (VF-4B). On 1 September 1948 VF-4B was redesignated Fighting Squadron 42 (VF-42). This squadron continued to use the green pawn insignia until it was disestablished on 8 June 1950.

When a new Fighting Squadron 42 (VF-42) was established on 1 September 1950 they adopted the green pawn insignia that had been used by the former VF-42. In 1953 the insignia was carried over to VA-42 following its redesignation from VF-42.

The green pawn insignia is a simple, uncluttered and highly recognizable design. The symbol of the pawn was chosen because it has the most potential power of any piece on the chess board. The pawn is canted at a 45 degree angle inside a shield design.

Colors are as follows: green pawn; background of the shield is white outlined in green; and the scroll is white outlined in green with green lettering.

A new insignia was approved for the squadron by CNO on 19 October 1992. The new insignia design had been used by VA-176 until it was disestablished. Colors for the mailed fist and lightning



The Green Pawn insignia was used by the squadron for almost 40 years.



In 1992, the squadron's insignia was officially changed from the Green Pawn to the mailed fist and lightning bolt previously used by Attack Squadron 176.

bolt were: a blue background and scroll outlined in white; the mailed fist was outlined in white with a blue background; white stars; yellow lightning bolt; and the lettering was white.

Nickname: Green Pawns, 1950–1992.

Thunderbolts, 1992–1994.

Chronology of Significant Events

20 Oct–15 Nov 1951: During training operations in the Caribbean, the squadron operated aboard three different carriers. They departed from Norfolk aboard *Midway* (CVB 41) and then transferred to *Wright* (CVL 49) while the ships were off the coast of Puerto Rico. A couple of days later the squadron was transferred to *Cabot* (CVL 28) while operating at sea.

Jan–Apr 1956: The squadron operated aboard the Navy's first super carrier, *Forrestal* (CVA 59), during her shakedown cruise.

24 Oct 1958: The primary mission of VA-42 was changed to the training of fleet replacement pilots in the AD (A-1) Skyraider. The training involved all-weather flight training, low-level navigation flights, simulated special weapons training flights, conventional weapons training flights, and day and night carrier qualifications.

19 Feb 1959: VA-42 graduated its first AD Skyraider replacement pilot.

9 Mar 1959: With the acquisition of the T-28B aircraft, VA-42's instrument instructors used this plane to conduct all-weather flight training for the light attack community.

10 Nov 1962: VA-42 pilots flew three A-1H Skyraiders from Argentia, Newfoundland, to Rota, Spain, via Lajes, Azores. The squadron claims this was the first trans-Atlantic flight conducted by A-1H Skyraiders.

1 Feb 1963: VA-42 became the first fleet squadron to receive the A-6A Intruder. The squadron also initiated the Fleet Introduction Program for the all-weather A-6A. VA-42's new mission was the training of A-6A Bombardier/Navigators, as well as its pilots. It was also responsible for conducting the A-6A Fleet Replacement Aviation Maintenance Program which trained maintenance personnel.

12 Jun 1963: The Green Pawns received the first A-6A (bureau number 149939) with a complete weapon system, thereby permitting the initiation of weapon system indoctrination flight training program for VA-42's instructor pilots and bombardier/navigators.

3 Sep 1963: Formal flight training in the A-6A fleet replacement program began with the convening of Class 1-63. This training was for VA-75 pilots and bombardier/navigators.

8 Sep 1963: The squadron's last A-1H Skyraider (bureau number 135324) was transferred. This brought to a close the training of A-1 replacement pilots by VA-

42. VA-42 still maintained one A-1E and two T-28Bs for use in propeller instrument training.

14 Oct 1963: The Green Pawns conducted the first fleet night arrested landings and catapult launchings with the A-6A aboard the *Forrestal* (CVA 59).

12 Mar 1964: The squadron's last T-28B was transferred, and the instrument training program for fleet A-1 pilots came to an end. Two days later, their last Skyraider, an A-1E, was transferred.

13 Mar 1964: VA-75 became the first fully trained fleet A-6A squadron ready for deployment following successful completion of VA-42's fleet introduction program on the A-6A.

15 Dec 1964: VMA-242 became the first Marine Corps squadron to complete transition training in the A-6A and qualify for fleet deployment with the Intruder.

28 Jan 1968: With the acquisition of the TC-4C aircraft, VA-42 was able to provide more training on airborne radar operation for A-6A bombardier/navigators. The new aircraft was equipped with a complete A-6A cockpit console and weapon system, multiple bombardier/navigator stations, plus ECM equipment, and other radar operational capabilities.

Nov 1968: VA-42's A-6A pilot training syllabus was modified to include lessons learned from the Intruder's employment in combat. The new tactics phase included air combat maneuvering and Sidewinder missile shoots, while conventional weapons training was made more realistic.

12 Nov 1969: With the acquisition of the updated Intruder, the A-6B, in June 1969, the squadron developed a new training syllabus for the A-6B Standard ARM aircraft and a detachment from VA-165 became the first to complete this course of instruction on 12 November 1969.

21 Nov 1969: The squadron assumed the duties of providing A-6 orientation training for Air Intelligence Officers reporting to fleet A-6 squadrons. Lieutenant (jg) Erickson became the first Air Intelligence Officer to complete the training on 21 November 1969.

1 Oct 1971: When COMMATWING ONE was established on 1 October, VA-42 was reassigned from COMFAIRNORFOLK to this command, and VA-42's Commanding Officer, CDR Andrassy, was also assigned as Commander of Medium Attack Wing One, making him dual-hatted.

5 Jan 1973: VA-42's Commanding Officer, CDR Zick, was relieved of his duties as COMMATWING ONE by CAPT Turk ending the dual-hatted role of the squadron's commanding officer.

1980: Lieutenant (jg) Beth Hubert was trained as an A-6 Intruder pilot by the Green Pawns and became the first woman naval aviator to qualify as an A-6 pilot.

Jan 1982: VA-42 implemented a training program for the Harpoon weapons system.

Jun 1982: A VA-42 pilot became the first female naval aviator to make an arrested landing in an A-6 during carrier qualifications on *Lexington* (AVT 16).



Squadron F4U-4 Corsairs prepare to launch from Midway (CVA 41) during her cruise to the Med in 1953.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|--------------------------|------------------------|
| NAAS Oceana | 01 Sep 1950 |
| NAS Jacksonville | 19 Sep 1950 |
| NAAS Cecil Field | 09 Jun 1951 |
| NAAS Oceana (later NAS*) | 27 Aug 1951 |

* NAAS Oceana redesignated NAS Oceana on 1 April 1952.

Commanding Officers

| | <i>Date Assumed Command</i> |
|-------------------------------|-----------------------------|
| LCDR Ross B. Spencer | 01 Sep 1950 |
| LCDR Millard C. Thrash | 22 Aug 1951 |
| LCDR Shelley B. Pittman | 01 Jul 1953 |
| LCDR Leroy P. Smith | 08 Oct 1953 |
| CDR L. W. Squires | 09 Aug 1955 |
| CDR Clifton R. Largess, Jr. | 10 Jul 1957 |
| CDR Robert (nmn) Linwick, Jr. | 15 Aug 1958 |
| CDR M. J. Stack | 05 Aug 1959 |
| CDR F. M. McLinn | 10 Aug 1960 |
| CDR Ted L. Farrell | 22 Nov 1961 |
| CDR J. S. Herman | 28 Dec 1962 |
| CDR W. S. Nelson | 22 Nov 1963 |
| CDR L. A. Snead | 20 Aug 1965 |
| LCDR J. C. Ellison | 17 Jun 1966 |
| CDR W. N. Small | 18 Jul 1966 |
| CDR A. H. Barie | Jun 1967 |
| CDR Frank Cramblet | 20 Jun 1968 |
| CDR Robert J. Sample | 18 Jul 1969 |
| CDR Jerrold M. Zacharias | 02 Jul 1970 |
| CDR Michael F. Andrassy | 09 Jul 1971 |
| CDR Richard A. Zick | 31 Aug 1972 |
| CDR Thomas E. Shanahan | 17 Aug 1973 |
| CDR Samuel L. Sayers | 10 Jan 1975 |
| CDR William H. Greene, Jr. | 12 Mar 1976 |
| CDR Jackson E. Cartwright | 24 Jun 1977 |



A squadron Skyraider refuels an F9F-8P Cougar from VFP-62 in 1958.

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|---------------------------------|-----------------------------|
| CDR John K. Peiguss | 29 Sep 1978 |
| CAPT William R. Galbraith | 18 Jan 1980 |
| CDR John A. Pieno | 24 Apr 1981 |
| CDR Herbert A. Browne, Jr. | 02 Jul 1982 |
| CDR John M. Luecke, Jr. | 30 Sep 1983 |
| CDR Allen H. White | 10 Jan 1985 |
| CDR Robin Y. Weber | 30 Jul 1986 |
| CDR Garth A. Van Sickle | 17 Jul 1987 |
| CDR Stephen H. Baker | 26 Oct 1988 |
| CDR John T. Meister | 13 Dec 1989 |
| CDR Daniel J. Franken | 03 Jul 1991 |
| CDR Bernard M. Satterwhite, Jr. | 15 Dec 1992 |

Aircraft Assignments

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| F4U-4 | Sep 1950 |
| AD-4 | Sep 1953 |
| AD-4L | Oct 1953 |
| AD-6 | Nov 1953 |
| AD-4N | Dec 1953 |
| T-28B | 09 Mar 1959 |
| A-6A | 01 Feb 1963 |
| TC-4C | 28 Jan 1968 |
| A-6B | Jun 1969 |
| A-6C | 1971 |
| A-6E | 02 Dec 1971 |
| KA-6D | 1976 |



A flight of squadron AD (A-1) Skyraiders.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 06 Mar 1951 | 08 Jun 1951 | AirDet | CVL 48 | F4U-4 | Med |
| 01 Dec 1952 | 19 May 1953 | CVG-6 | CVA 41 | F4U-4 | Med |
| 30 Nov 1954 | 18 Jun 1955 | ATG-181 | CVA 15 | AD-6 | Med |
| 12 Oct 1956 | 22 May 1957 | ATG-181 | CVA 20 | AD-6 | WestPac |
| 09 Jun 1958 | 08 Aug 1958 | ATG-181 | CVA 11 | AD-6 | NorLant |



A T-28B Trojan used by the squadron for instrument all-weather flight training.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-6 | C | 01 Sep 1950 |
| ATG-181* | I | 24 July 1956 |
| CVG-8 | AJ | 14 Aug 1958 |
| RCVG-4† | AD | 24 Oct 1958 |
| COMFAIRNORFOLK‡ | AD | 01 May 1970 |
| COMMATWING ONE | AD | 01 Oct 1971 |

* VA-42 had operated as part of ATG-181 prior to July 1956. However, ATG-181 was not assigned a tail code letter until 24 July 1956. Prior to July 1956 VA-42 still carried the tail code for CVG-6 even though it deployed as part of ATG-181.

† RCVG-4 redesignated RCVW-4 on 20 December 1963.

‡ On 1 June 1970, RCVW-4 was disestablished. The AD tail code that had been allocated to RCVW-4 and its assigned squadrons continued to be used by the squadrons that had been in RCVW-4. VA-42 continued to use the AD tail code for its aircraft.



A squadron TC-4C Academe used to train Naval Flight Officers as bombardier navigators.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| MUC | Jan 1979 | Dec 1981 |
| | 01 Oct 1986 | 30 Sep 1988 |



A flight of the squadron's A-6E Intruders on a training mission in 1974.

VA-44

Lineage

Established as Bombing Squadron SEVENTY FIVE (VB-75) on 1 June 1945.

Redesignated Attack Squadron THREE B (VA-3B) on 15 November 1946.

Redesignated Attack Squadron FORTY FOUR (VA-44) on 1 September 1948.

Disestablished on 8 June 1950. The first squadron to be assigned the VA-44 designation.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 23 August 1945. VB-75's insignia colors were as follows:



This insignia was approved for use by the squadron when it was designated VB-75.

the bee's head, arms, body and antenna of the bee were royal blue and the wings were light blue with royal blue veins; the V on the bee was yellow, his eyeball was white, eyelid light blue, and pupil black; deep scarlet nose, dark gray mouth with an inner lining of deep scarlet; white teeth and deep scarlet drops of blood;

the bee's gloves were white; its lower body had bands of green and yellow with a deep scarlet tip; dark gray telescope with white highlights and a white lens, forest green bomb with yellow fins and the rocket had yellow fins and nose while the body was forest green; the banner was royal blue with yellow lettering.

When redesignated as an attack squadron, a new insignia was approved by CNO on 8 August 1947. The indian head and bomb insignia represented the bombing and scouting mission of the carrier based squadron. Its colors were: red background with a blue border outlined in black; black bomb with the center portion white; the indian head silhouette was black with the center portion white; the for-



A new insignia was approved for the squadron following its redesignation to VA-3B. Note the use of the squadron designation in the insignia design. During World War II, squadron numbers or designations were not permitted in the design.

ward part of the carrier was black while the fantail was white; blue feather tipped with red; and the scroll was white, outlined in black with black letters.

When the squadron was redesignated VA-44 it submitted a request to change its insignia to a scarlet chess knight centered on a white shield. There is no record of official approval by CNO for this insignia.

Nickname: unknown

Chronology of Significant Events

4 Jun 1945: The squadron began its first flight operations.

Jan-Feb 1946: VB-75 deployed aboard *Franklin D. Roosevelt* (CVB 42) for her shakedown cruise to the Caribbean and Brazil. While visiting Rio de Janeiro the squadron, air group, and carrier represented the U.S. at the inauguration of Brazilian president, Eurico G. Dutra.

Home Port Assignments

| Location | Assignment Date |
|-------------------|-----------------|
| NAAS Chincoteague | 1 Jun 1945 |
| NAS Norfolk | Mar 1946 |
| NAS Jacksonville | 12 Feb 1949 |

Commanding Officers

| | Date Assumed Command |
|------------------------------|----------------------|
| LT Ben K. Harrison (acting) | 01 Jun 1945 |
| LCDR John W. McManus | 10 Jun 1945 |
| LCDR Elmer Maul | 20 Dec 1946 |
| LCDR Oscar I. Chenoweth, Jr. | 03 Dec 1947 |
| LT K. F. Rowell (acting) | 30 Jan 1949 |
| LCDR Robert N. Miller | 28 Feb 1949 |



A formation of squadron AD-1 Skyraiders in flight, circa 1948 (Courtesy Robert Lawson Collection).

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| SBF-4E | Jun 1945 |
| SB2C-4E | Aug 1945 |
| SB2C-5 | Mar 1946 |
| AD-1 | 20 Mar 1947 |

Aircraft Assignment—Continued

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| AD-1Q | May 1948 |
| AM-1 | 25 Feb 1949 |
| AD-1 | 12 Oct 1949 |

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|--------------------------|
| 08 Jan 1946 | 19 Mar 1946 | CVBG-75 | CVB 42 | SB2C-4E | Carib/SoLant |
| 08 Aug 1946 | 04 Oct 1946 | CVBG-75 | CVB 42 | SB2C-5 | Med |
| 13 Sep 1948 | 23 Jan 1949 | CVG-4 | CVB 42 | AD-1 | Med |
| 06 Jan 1950 | 23 May 1950 | CVG-4 | CVB 41 | AD-1 | Med |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------------|------------------|------------------------|
| CVBG-75/CVBG-3/CVG-4* | F | 01 Jun 1945 |

* CVBG-75 was established on 1 June 1945, redesignated CVBG-3 on 15 November 1946; redesignated CVG-4 on 1 September 1948 and disestablished on 8 June 1950.



A squadron AM-1 Mauler launches from Midway (CVB 41), circa 1949 (Courtesy Robert Lawson Collection).

SECOND VA-44

Lineage

Established as Fighter Squadron FORTY FOUR (VF-44) on 1 September 1950.

Redesignated Attack Squadron FORTY FOUR (VA-44) on 1 January 1956.

Disestablished on 1 May 1970. The second squadron to be assigned the VA-44 designation.



The squadron insignia used by VF-44 and VA-44. Note the unique use of the 4 of clubs and 4 of hearts to identify the squadron's designation number.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 11 December 1952. The insignia consisted of a blue shield; a yellow banner across the shield with the word "Hornets" in red; two white playing cards, one had four black clubs and the other four red hearts; the caricature of the hornet was yellow and black

with a red eye and white details. When the squadron was redesignated VA-44, it retained the same insignia.

Nickname: Hornets, 1950–1970.

Chronology of Significant Events

13 Jun 1953: The squadron conducted its first combat operations, striking targets in Korea.

Sep–Oct 1957: During the squadron's deployment aboard *Wasp* (CVS 18), its mission was temporarily changed from attack to a fighter role in order to provide air protection for the VS squadrons operating from the carrier.

1 Jun 1958: The squadron's mission changed from a light attack squadron to a fleet replacement training squadron. The new mission involved flight training for pilots and maintenance training for enlisted personnel. Under this concept, pilots and enlisted personnel ordered to East Coast fleet A4D squadrons completed the course of instruction provided by VA-44 before reporting to their assigned fleet squadrons.

6 Jun 1958: Fleet All Weather Training Unit Detachment ALFA, an instrument training detachment, was disestablished and its personnel and aircraft were transferred to VA-44.

8 Aug 1958: The squadron graduated its first replacement pilot under the new training program for attack pilots.

Jan 1959: The squadron's first AD Skyraiders arrived

and preparations began for the additional mission of replacement training for this aircraft, plus the A4D Skyhawk.

15 Nov 1961: The squadron graduated the 1,000th enlisted maintenance trainee on the A4D Skyhawk.

15 Feb 1963: The propeller training section of the squadron was removed from VA-44 and established as a separate squadron and designated VA-45. VA-44 continued in its training mission concentrating on A-4 Skyhawk training. It became a strictly jet squadron flying A-4Bs, A-4Cs and TF-9Js.



A squadron F4U-4 Corsair on the deck of Boxer (CVA-21) during a combat tour to Korea, circa 1953 (Courtesy Robert Lawson Collection).

Home Port Assignments

| Location | Assignment Date |
|------------------|-----------------|
| NAS Jacksonville | 01 Sep 1950 |
| NAAS Cecil Field | 19 Sep 1950 |
| NAS Jacksonville | 13 Oct 1952 |
| NAS Cecil Field | 18 Feb 1963 |

Commanding Officers

| | Date Assumed Command |
|--------------------------|----------------------|
| LCDR J. B. Bain (acting) | 01 Sep 1950 |
| LCDR P. E. Greenlee, Jr. | 11 Sep 1950 |
| LCDR Reid W. Stone | 09 Dec 1951 |
| LCDR W. D. Houser | 10 Nov 1952 |
| CDR V. P. O'Neil | Nov 1953 |
| CDR C. A. Crow, Jr. | Oct 1954 |
| LCDR Theron J. Taylor | 27 Jan 1956 |
| CDR T. R. Sedell | Jun 1957 |
| CDR Clifford A. McDougal | 30 Jun 1958 |
| CDR Damon W. Cooper | 14 Jul 1959 |
| CDR A. L. Detweiler | 22 Jul 1960 |
| CDR W. B. Barrow, Jr. | 21 Jul 1961 |
| CDR M. C. Griffin | 17 Apr 1962 |
| CDR S. W. Callaway, Jr. | 06 Mar 1963 |
| CDR Harold K. Matthes | May 1964 |
| CDR Max E. Malan | Jul 1965 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|----------------------|-----------------------------|
| CDR James W. Roberts | 22 Sep 1966 |
| CDR Joe D. Adkins | Oct 1967 |
| CDR J. H. Wynn III | Feb 1969 |
| CDR Robert E. Holt | Jan 1970 |



A squadron F2H-2 Banshee is prepared for launch from *Intrepid* (CVA 11) during her Med deployment in 1955.

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| F4U-5 | Sep 1950 |
| F4U-4 | 01 Dec 1951 |
| F2H-2 | Dec 1953 |
| F9F-8 | Apr 1956 |
| F9F-8T/TF-9J* | 23 Jan 1958 |
| A4D-1 | 04 Feb 1958 |
| TV-2 | Jun 1958 |
| T-28B | Jun 1958 |
| A4D-2/A-4B* | Sep 1958 |
| AD-5 and 6/A-1E and H* | Jan 1959 |
| A4D-2N/A-4C* | 09 Feb 1960 |
| A-4E | Oct 1964 |
| TA-4F | 03 Aug 1966 |
| A-4F | Nov 1969 |
| A-4L | Dec 1969 |

* The F9F-8T, A4D-2, AD-5 and 6, and A4D-2N designations were changed in 1962 to TF-9J, A-4B, A-1E and H, and A-4C, respectively.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|--------------------------|
| 20 Mar 1951 | 06 Oct 1951 | CVG-1 | CVB 43 | F4U-5 | Med |
| 19 Apr 1952 | 12 Oct 1952 | CVG-4 | CVB 43 | F4U-4 | Med |
| 26 Apr 1953 | 04 Dec 1953 | CVG-4/ATG-1* | CVA 39/CVA 21* | F4U-4 | Med/IO/ WestPac/Korea |
| 28 May 1955 | 22 Nov 1955 | CVG-4 | CVA 11 | F2H-2 | Med |
| 30 Aug 1957 | 22 Oct 1957 | † | CVS 18 | F9F-8 | NorLant |

* VF-44 deployed to Korea as part of CVG-4 embarked in *Lake Champlain* (CVA 39) and conducted its first line period from *Lake Champlain*. On 30 June 1953, the squadron was transferred to ATG-1 aboard *Boxer* (CVA 21). The squadron remained aboard *Boxer* until 9 October 1953 when it transferred back to CVG-4 and *Lake Champlain*.

† Unable to locate records indicating a carrier air group aboard during this deployment on *Wasp* (CVS 18). Antisubmarine carrier air groups were not established until 1960.



A squadron F9F-8T (TF-9J) Cougar in flight, circa 1964 (Courtesy Robert Lawson Collection).

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|----------------------|------------------|------------------------|
| CVG-4 | F | 01 Sep 1950 |
| CVG-1 | T | 19 Mar 1951 |
| CVG-4 | F | 08 Oct 1951 |
| ATG-1 | | 30 Jun 1953 |
| CVG-4 | F | 09 Oct 1953 |
| COMFAIRJACKSONVILLE | | 1957 |
| ATG-202 | AQ | 15 Feb 1958 |
| CVG-4/RCVG-4/RCVW-4* | AD | 15 Mar 1958 |

* CVG-4 was redesignated RCVG-4 in April 1958. On 20 December 1963, RCVG-4 was redesignated RCVW-4.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| KPUC | 09 Jun 1953 | 27 Jul 1953 |
| KSM | 09 Jun 1953 | 27 Jul 1953 |
| UNSM | 09 Jun 1953 | 27 Jul 1953 |



Squadron A-4 Skyhawks in flight with the day-glow paint scheme.

VA-45

Lineage

Established as Torpedo Squadron SEVENTY FIVE (VT-75) on 1 June 1945.

Redesignated Attack Squadron FOUR B (VA-4B) on 15 November 1946.

Redesignated Attack Squadron FORTY FIVE (VA-45) on 1 September 1948.

Disestablished on 8 June 1950. The first squadron to be assigned the VA-45 designation.

Squadron Insignia and Nickname

VT-75's insignia was approved by CNO on 10 August 1945. Colors for the Fish-Hawk insignia were:



The insignia approved for use by VT-75.

light blue background outlined in black by two concentric circles; white clouds with black outlines; turquoise waves; riding astride a torpedo was an animated hawk clothed in a green flying suit with white parachute straps and sitting on a gray parachute pack; brown shoes; yellow hands and beak; red eye; black hair and tongue; gray face; pink earphones with a black center and a white band outlined in black; gray rocket and gun with red tips; brown torpedo with a yellow nose, white teeth, red eye and outlined in black; and the words "The Fish-Hawks" were black.



The squadron's second insignia was part of its carrier air group's approach for insignia used by its assigned squadrons. In the air group, the king chess piece was for the air group, the knight chess piece was for the attack squadron and the pawn was for the fighter squadron.

There is no record of the insignia used by the squadron after it was redesignated VA-4B. When the squadron was redesignated VA-45, it adopted a new insignia which was approved by CNO on 15 April 1949. This insignia was a black chess knight on a white shield outlined in black.

Nickname: Fish-Hawks, 1945-unknown.

Chronology of Significant Events

Jan-Feb 1946: VT-75 deployed aboard *Franklin D. Roosevelt* (CVB 42) for her shakedown cruise to the Caribbean and Brazil. While visiting Rio de Janeiro the squadron, air group, and carrier represented the U.S. at the inauguration of Brazilian president, Eurico G. Dutra.

Home Port Assignments

| Location | Assignment Date |
|-------------------|-----------------|
| NAAS Chincoteague | 01 Jun 1945 |
| NAS Norfolk | 20 Mar 1946 |
| NAS Jacksonville | 14 Feb 1949 |

Commanding Officers

| | Date Assumed Command |
|----------------------------------|----------------------|
| LT Richard W. Bond (acting) | 01 Jun 1945 |
| LT Paul J. Davis, Jr. | 11 Jun 1945 |
| LCDR James E. Mahan | 28 Jun 1945 |
| LCDR Garald R. Stablein | 31 Oct 1946 |
| LCDR Chester L. Dillard (acting) | 19 Feb 1947 |
| LCDR Lucien G. Powell, Jr. | 26 May 1947 |
| LCDR Leroy V. Swanson | 15 Jun 1948 |
| LCDR Frederick C. Kidd | 27 May 1950 |



A squadron SB2C-4E prepares to launch from *Franklin D. Roosevelt* (CVB-42), January 1946 (Courtesy Robert Lawson Collection).

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| SBF-4E | Jun 1945 |
| SBW-4E | Jun 1945 |
| SB2C-4E | Sep 1945 |
| SB2C-5 | Mar 1946 |
| AD-1 | 27 Mar 1947 |
| AM-1 | Feb 1949 |
| AD-1 | 20 Oct 1949 |

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Type of Carrier</i> | <i>Area of Aircraft</i> | <i>Operation</i> |
|------------------------------|---------------------------|---------------------|----------------------------|-----------------------------|------------------|
| 08 Jan 1946 | 19 Mar 1946 | CVBG-75 | CVB 42 | SB2C-4E | Carib/SoLant |
| 08 Aug 1946 | 04 Oct 1946 | CVBG-75 | CVB 42 | SB2C-5 | Med |
| 13 Sep 1948 | 23 Jan 1949 | CVG-4 | CVB 42 | AD-1 | Med |
| 06 Jan 1950 | 23 May 1950 | CVG-4 | CVB 41 | AD-1 | Med |



A squadron AM-1 Mauler in flight; note the squadron's insignia on the cowling, circa 1949 (Courtesy Wallace Russel Collection).

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------------|------------------|------------------------|
| CVBG-75/CVBG-3/CVG-4* | F | 01 Jun 1945 |

* CVBG-75 was established on 1 June 1945; redesignated CVBG-3 on 15 November 1946; redesignated CVG-4 on 1 September 1948 and disestablished on 8 June 1950.



A squadron AD Skyraider taxis on flight deck of Intrepid (CVA-11), circa 1955 (Courtesy Robert Lawson Collection).

SECOND VA-45

Lineage

Established as Attack Squadron FORTY FIVE (VA-45) on 1 September 1950.

Disestablished on 1 March 1958. The second squadron to be assigned the VA-45 designation.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 10 April 1951. A blackbird in a cocky stance became the focal point of the insignia's design. Colors for the insignia were: an oval design with a light blue background; black crow and cigar; the bird's legs, feet and gloves were yellow; red tongue; the cigar ash and shaded area of the gloves were red; white star and spats; green derby; and the lower portion of the insignia had a dark green background with the numbers 4 and 20 in yellow. The numbers 4 and 20 were taken from the



The well-known 4 and 20 black birds insignia was first used by this squadron.

nursery rhyme, "Four and Twenty Blackbirds" and represent the original 24 pilots assigned to the squadron.

Nickname: Blackbirds, 1950–1958.

Chronology of Significant Events

13 Jun 1953: The squadron flew its first combat operation while deployed to Korea aboard *Lake Champlain* (CVA 39).

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|------------------|------------------------|
| NAS Jacksonville | 01 Sep 1950 |
| NAAS Cecil Field | 18 Sep 1950 |
| NAS Jacksonville | 12 Oct 1952 |

Commanding Officers

| <i>Date Assumed Command</i> | |
|-----------------------------|------------------------|
| 01 Sep 1950 | LCDR G. O. Wood |
| 11 Apr 1952 | LCDR Richard H. Mills |
| Oct 1953 | LCDR William F. Krantz |
| Nov 1954 | CDR Daniel W. Wildfong |
| Dec 1955 | CDR Glendon Goodwin |

Aircraft Assignment

| <i>Date Type First Received</i> | <i>Type of Aircraft</i> |
|---------------------------------|-------------------------|
| Sep 1950 | AD-2 |
| 14 Feb 1952 | AD-4 |
| Jun 1954 | AD-6 |



Squadron personnel load 5-inch high-velocity aircraft rockets on one of its AD-6 Skyraiders prior to launch.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Type of Carrier</i> | <i>Area of Aircraft</i> | <i>Operation</i> |
|------------------------------|---------------------------|---------------------|----------------------------|-----------------------------|------------------|
| 15 May 1951 | 04 Oct 1951 | CVG-4 | CV 34 | AD-2 | Med |
| 19 Apr 1952 | 12 Oct 1952 | CVG-4 | CVB 43 | AD-4 | Med |
| 26 Apr 1953 | 04 Dec 1953 | CVG-4 | CVA 39 | AD-4 | WestPac/Korea |
| 28 May 1955 | 22 Nov 1955 | CVG-4 | CVA 11 | AD-6 | Med |
| 01 Jul 1957 | 24 Feb 1958 | CVG-4 | CVA 15 | AD-6 | Med |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-4 | F | 01 Sep 1950 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| KPUC | 09 Jun 1953 | 27 Jul 1953 |
| KSM | 09 Jun 1953 | 27 Jul 1953 |
| UNSM | 09 Jun 1953 | 27 Jul 1953 |



A squadron AD-6 Skyraider launches from the deck of Intrepid (CVA 11) in 1955.

VA-46

Lineage

Established as Attack Squadron FORTY SIX (VA-46) on 24 May 1955.

Disestablished on 30 June 1991. The first squadron to be assigned the VA-46 designation.

Squadron Insignia and Nickname

VA-46's insignia was approved by CNO on 25 November 1960. The circular insignia had a blue field outlined by two concentric black lines; the McDougal clan tartan, drawn from the heritage of the squadron's first commanding officer, had dark blue and white lines on a red background, interspaced with green squares; the crest was white, outlined in black with the Latin words *Vincere Vel Mori*, meaning to conquer or to die; a white stylized aircraft outlined in black; and the banner was white with the designation VA 46 in black.



VA-46's insignia with the distinctive McDougal clan tartan.

Nickname: Clansmen, 1960–1991.

Chronology of Significant Events

14 Jul 1956: VA-46 departed the U.S. aboard *Randolph* (CVA 15) for deployment to the Mediterranean, equipped with Sidewinder missiles. This was the first overseas deployment of the Sidewinder.

Oct–Nov 1956: VA-46, along with other units of ATG-202, provided air support for the evacuation of foreign nationals from Alexandria, Egypt, during the Suez War.

Aug 1965: VA-46 and other units of the air wing aboard *Shangri-La* (CVA 38) operated off the coast of Cyprus in response to a crisis in that country between Greek and Turkish Cypriots.

25 Jul 1967: The squadron engaged in its first combat operations.

29 Jul 1967: While aircraft were being prepared for the second launch of the day against targets in Vietnam, a fire broke out on the flight deck of

Forrestal (CVA 59). Flames engulfed the fantail and spread below decks touching off bombs and ammunition. Heroic efforts by VA-46 personnel, along with other members of CVW-17 and ship's company, brought the fires under control. Damage to the carrier and aircraft was severe and the casualty count included 132 dead, two missing and presumed dead and 62 injured.

4 May–15 Nov 1968: VA-46 transitioned to the A-7 Corsair II.

17 Sep 1970: While enroute to the Caribbean for training exercises, *John F. Kennedy* (CVA 67) with VA-46 and other units of CVW-1 embarked, received emergency orders to deploy immediately to the Mediterranean due to the Jordanian Crisis and the hijacking of four airliners by Arab terrorists. They remained on station off the coast of Israel until November.

Oct 1973: Due to the outbreak of war between Israel and Egypt and Syria, *Kennedy* and her air wing, while operating in the North Atlantic after just completing a Mediterranean deployment, were ordered back to the Mediterranean. During the latter part of October through mid November, VA-46 conducted flight operations while the carrier was on station south of Crete.

22 Nov 1975: During night operations *Kennedy* collided with *Belknap* (CG 26) causing major damage to the cruiser. Eight VA-46 personnel received awards for their heroism and devotion to duty as a result of their actions following the collision.

17–19 Sep 1985: VA-46, along with other units of CVW-1, were the first to conduct flight operations from a carrier operating inside a fjord. *America* (CV 66) operated in Vestfjord, Norway, during this evolution.

14 Apr 1986: Because of terrorist activities linked to Lybia, American forces struck targets in that country. During that action, VA-46 provided air-to-surface Shrike and Harm missile strikes against Libyan radar missile sites.

Sep–Oct 1990 and Dec 1990–Jan 1991: The squadron participated in Operation Desert Shield, the build up of American and Allied forces to counter a threatened invasion of Saudi Arabia by Iraq and as part of an economic blockade of Iraq to force its withdrawal from Kuwait.

17 Jan 1991: Operation Desert Storm, combat operations to remove Iraqi forces from Kuwait, was launched. The squadron's A-7E Corsair IIs participated in the first combat strike against Iraqi targets in Baghdad.



A squadron F9F-8 Cougar preparing for a launch from Randolph (CVA 15).

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------|------------------------|
| NAS Cecil Field | 24 May 1955 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|---------------------------------|-----------------------------|
| LT Charles L. Marshall (acting) | 24 May 1955 |
| CDR Clifford A. McDougal | 22 Jun 1955 |
| CDR A. R. Hawkins | 10 May 1957 |
| CDR Kent L. Lee | 15 Aug 1958 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|------------------------------|-----------------------------|
| CDR Alfred J. Hall, Jr. | 21 Sep 1959 |
| CDR Hugh J. Tate | 07 Sep 1960 |
| CDR S. W. Callaway, Jr. | 13 Dec 1961 |
| CDR W. H. Sells | 10 Dec 1962 |
| CDR R. P. McKenzie | 04 Dec 1963 |
| CDR M. P. Mead | 28 Oct 1964 |
| CDR R. L. Lawler, Jr. | 12 Nov 1965 |
| CDR Fred S. Dunning, Jr. | 17 Nov 1966 |
| CDR Jack F. O'Hara | Nov 1967 |
| CDR Alan G. Murdoch | 04 Sep 1968 |
| CDR Fred J. Withers | 30 Jan 1970 |
| CDR Marvin D. Reynolds | 10 Mar 1971 |
| CDR Dale Lewey | 03 Mar 1972 |
| CDR Jeremy D. Taylor | 23 Mar 1973 |
| CDR Ronald R. Boyle | 13 Jun 1974 |
| CDR Edward F. Bronson | Aug 1975 |
| CDR David A. Page | 23 Nov 1976 |
| CDR James T. Matheny | 16 Feb 1978 |
| CDR Phillip J. Rooney | 24 May 1979 |
| CDR Morris M. Demple, Jr. | 08 Jul 1980 |
| CDR Thomas R. Mitchell III | 01 Oct 1981 |
| CDR John W. Peterson | 23 Dec 1982 |
| CDR Dean M. Hendrickson, Jr. | 13 Jun 1984 |
| CDR Robert C. Kolsterman | 21 Jan 1986 |
| CDR Tommy H. Van Brunt | May 1987 |
| CDR Edward J. Fahy, Jr. | 04 Nov 1988 |
| CDR Mark Fitzgerald | 22 May 1990 |



A squadron A-4C Skyhawk flies over Shangri-La (CVA 38) during their deployment to the Med in 1962.

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| F9F-5 | Jun 1955 |
| F9F-8 | Aug 1955 |
| A4D-2 | Mar 1958 |
| A4D-2N/A-4C* | 29 Aug 1960 |
| A-4E | Jan 1967 |

Aircraft Assignment—Continued

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| A-4B | Sep 1967 |
| A-7B | 15 Nov 1968 |
| A-7E | Aug 1977 |

* The A4D-2N designation was changed to A-4C in 1962.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|--------------------------|
| 14 Jul 1956 | 19 Feb 1957 | ATG-202 | CVA 15 | F9F-8 | Med |
| 13 Feb 1959 | 30 Aug 1959 | CVG-6 | CVA 11 | A4D-2 | Med |
| 28 Jan 1960 | 24 Aug 1960 | CVG-1 | CVA 42 | A4D-2 | Med |
| 02 Feb 1961 | 15 May 1961 | CVG-10 | CVA 38 | A4D-2N | Med |
| 07 Feb 1962 | 28 Aug 1962 | CVG-10 | CVA 38 | A4D-2N | Med |
| 01 Oct 1963 | 23 May 1964 | CVG-10 | CVA 38 | A-4C | Med |
| 10 Feb 1965 | 20 Sep 1965 | CVG-10 | CVA 38 | A-4C | Med |
| 11 Mar 1966 | 26 Oct 1966 | CVG-3 | CVA 60 | A-4C | Med |
| 06 Jun 1967 | 15 Sep 1967 | CVW-17 | CVA 59 | A-4E | WestPac/Vietnam |
| 09 Jul 1969 | 22 Jan 1970 | CVW-3 | CVA 60 | A-7B | Med |
| 14 Sep 1970 | 01 Mar 1971 | CVW-1 | CVA 67 | A-7B | Med/NorLant |
| 01 Dec 1971 | 06 Oct 1972 | CVW-1 | CVA 67 | A-7B | Med/NorLant |
| 16 Apr 1973 | 01 Dec 1973 | CVW-1 | CV 67 | A-7B | Med/NorLant |
| 28 Jun 1975 | 27 Jan 1976 | CVW-1 | CV 67 | A-7B | Med |
| 02 Sep 1976 | 09 Nov 1976 | CVW-1 | CV 67 | A-7B | NorLant |
| 15 Jan 1977 | 01 Aug 1977 | CVW-1 | CV 67 | A-7B | Med |
| 29 Jun 1978 | 08 Feb 1979 | CVW-1 | CV 67 | A-7E | Med |
| 04 Aug 1980 | 28 Mar 1981 | CVW-1 | CV 67 | A-7E | Med |
| 23 Aug 1982 | 30 Oct 1982 | CVW-1 | CV 66 | A-7E | NorLant/Med/Carib |
| 08 Dec 1982 | 02 Jun 1983 | CVW-1 | CV 66 | A-7E | Med/IO |
| 24 Apr 1984 | 14 Nov 1984 | CVW-1 | CV 66 | A-7E | Carib/Med/IO |
| 24 Aug 1985 | 09 Oct 1985 | CVW-1 | CV 66 | A-7E | NorLant |
| 10 Mar 1986 | 10 Sep 1986 | CVW-1 | CV 66 | A-7E | Med |
| 29 Feb 1988 | 29 Aug 1988 | CVW-7 | CVN 69 | A-7E | Med |
| 15 Aug 1990 | 28 Mar 1991 | CVW-3 | CV 67 | A-7E | Med/Red Sea |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-4 | F | 24 May 1955 |
| ATG-202 | X/AQ* | Jul 1955 |
| CVG-1 | AB | 15 Feb 1958 |
| CVG-6 | AF | 13 Jan 1959 |
| CVG-1 | AB | 30 Aug 1959 |
| CVG-10/CVW-10† | AK | 05 Dec 1960 |
| CVW-3 | AC | 01 Jan 1966 |
| CVW-17 | AA | 01 Jan 1967 |
| CVW-3 | AC | 01 Jan 1968 |
| CVW-1 | AB | 12 Feb 1970 |

Air Wing Assignments—Continued

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVW-7 | AG | 01 Oct 1986 |
| COMLATWING 1‡ | | Sep 1988 |
| CVW-3 | AC | 01 Mar 1989 |

* ATG-202's tail code was changed from X to AQ in the latter part of 1957. The effective date was most likely the beginning of FY 58 (1 July 1957).

† Carrier Air Groups were redesignated Carrier Air Wings on 20 December 1963, hence, CVG-10 became CVW-10.

‡ The squadron was detached from CVW-7 and came under the operational and administrative control of Commander Light Attack Wing 1.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates</i> | <i>Covering Unit Award</i> |
|-------------------|------------------------|----------------------------|
| NAVE | 01 Oct 1978 | 30 Sep 1979 |
| | 01 Oct 1980 | 31 Dec 1981 |
| | 01 Jan 1986 | 31 Dec 1986 |
| | 01 Jan 1988 | 31 Dec 1988 |
| MUC | 29 Sep 1970 | 31 Oct 1970 |
| | 01 Dec 1977 | 01 Mar 1979 |
| | 03 Jun 1983 | 20 Dec 1984 |
| | 29 Aug 1985 | 20 Sep 1985 |
| NEM | 01 Jan 1983 | 20 Jan 1983 |
| | 06 May 1983 | 08 May 1983 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates</i> | <i>Covering Unit Award</i> |
|-------------------|------------------------|----------------------------|
| NUC | 21 Mar 1986 | 27 Jun 1986 |
| | 17 Mar 1986 | 23 Mar 1986 |
| | 17 Jan 1991 | 28 Feb 1991 |
| SLOC | 04 Aug 1980 | 28 Mar 1981 |
| | 23 Aug 1982 | 02 Jun 1983 |
| VNSM | 15 Jul 1967 | 17 Jul 1967 |
| | 23 Jul 1967 | 31 Jul 1967 |
| | 12 Aug 1967 | 13 Aug 1967 |
| KLM | 17 Jan 1991 | 28 Feb 1991 |
| SASM | 14 Sep 1990 | 12 Mar 1991 |



A flight of squadron A-7E Corsair IIs in 1979.

VA-52

Lineage

Established as Fighter Squadron EIGHT HUNDRED EIGHTY FOUR (VF-884), a reserve squadron, on 1 November 1949.

Called to active duty on 20 July 1950.

Redesignated Fighter Squadron ONE HUNDRED FORTY FOUR (VF-144) on 4 February 1953.

Redesignated Attack Squadron FIFTY TWO (VA-52) on 23 February 1959. The first to be assigned the VA-52 designation.

Squadron Insignia and Nickname

VF-884 was assigned to NAS Olathe, Kansas, prior to being called to active duty. The insignia, approved by CNO on 29 January 1951, portrayed its association with the state of Kansas.



The design of the squadron's first insignia identifies their reserve home and reflects their feelings about being activated for the Korean Conflict.

The circular designed insignia centered around a determined looking Jayhawk with a club in its hand. Inside the insignia were the words "Bitter Birds," reflecting the squadron's feelings about the Korean Conflict and its call to active duty. Colors for the insignia were: blue Jayhawk with red head and yellow beak,

gloves and shoes; black club; and a white background outlined in red.

When VF-884 was redesignated VF-144 on 4 February 1953 the old insignia apparently fell out of use and a new insignia was not approved until 23 May 1956. The new design depicted a stylized bird diving in the sky surrounded by a cone-shaped barrier.



This stylized insignia was approved for squadron use following its redesignation as VF-144.



The knight and turtle insignia has been in use by the squadron for over three decades.

Colors were: a blue background outlined in black; six white stylized stars, three above and three below the bird; a white outer cone with a yellow inner part; and a black bird.

In 1959 VF-144 was redesignated VA-52 and a squadron insignia was approved by CNO on 5 January 1960. This design depicts a stylized knight riding a sea turtle and armed with a mace. The knight and turtle are superimposed on a target. With the assignment of an attack mission the squadron's new insignia was designed to portray the pilot in the role of the knight, the legendary protector of honor. His means of transportation was a sea turtle, a capable and speedy performer in his element, the sea. Using his mace, a feared weapon from an earlier time, he exemplified the squadron's powerful striking capability. Colors for the insignia were: the outer part of the circular insignia was outlined in black; the next concentric circle was a light blue, followed by alternating colors of red and white to form the target; a white and black knight and turtle, with the boots and gloves of the knight a solid black; the spikes of the mace were solid black; the turtle was shaded black; the eye of the turtle was red; and a white scroll with black lettering.

Nickname: Bitter Birds, 1951-circa 1953.

Knightriders, circa 1960-present.

Chronology of Significant Events

20 Jul 1950: VF-884 called to active duty as a result of the Korean conflict.

28 Jul 1950: Squadron reported for active duty at NAS San Diego.

Mar 1951: In the later part of March, VF-884 aircraft conducted their first combat operations, flying close air support missions on Korea's eastern coast.

24 May 1951: VF-884's first Commanding Officer, Lieutenant Commander G. F. Carmichael died after parachuting from his F4U which had been hit by enemy ground fire.

4 Oct 1952: Lieutenant E. F. Johnson was attacked and shot down by enemy MIG aircraft. This was the first VF-884 and CVG-101 aircraft shot down by enemy aircraft.

8 Nov 1952: Lieutenant Commander Bowen, VF-884's third Commanding Officer, was listed as missing in action when his aircraft crashed near Pyongyang, North Korea.

4 Feb 1953: VF-884 was redesignated VF-144 during its second combat tour in Korea. In this change, the reserve squadron number was replaced by an active squadron number.

21 Feb 1953: VF-144 completed the last line period of its second combat tour in Korea. Its primary missions had been close air support of ground troops, interdiction of enemy main supply routes, and the destruction of military supplies, vehicles and troops.

18 Aug 1958: The squadron returned to NAS

Miramar following *Ranger's* (CVA 61) first major deployment. The cruise took the squadron from Virginia to California, via Cape Horn, transferring *Ranger* from the Atlantic to the Pacific Fleet.

23 Feb 1959: The squadron's mission was changed to attack and it was redesignated VA-52.

13 Jul-1 Aug 1964: VA-52 aircraft participated in Yankee Team operations in South Vietnam and Laos, involving aerial reconnaissance to detect Communist military presence and operations. Other missions included weather reconnaissance and SAR.

2-4 Aug 1964: During a Desoto Patrol mission (intelligence collection missions begun in 1962), *Maddox* (DD 731) was attacked by three motor torpedo boats on 2 August off the coast of North Vietnam. Following this incident the squadron flew 44 sorties in support of the destroyers on the Desoto Patrol.

4 Aug 1964: During the night, two destroyers on Desoto Patrol, *Turner Joy* (DD 951) and *Maddox* (DD 731), believing themselves under attack by North Vietnamese motor torpedo boats, called for air support. Several A-1H Skyraiders from the squadron, along with several F-8s, were launched from *Ticonderoga* (CVA 14). Commander George H. Edmondson and Lieutenant Jere A. Barton reported gun flashes and bursts of light at their altitude which they felt came from enemy antiaircraft fire.

5 Aug 1964: Four Skyraiders from VA-52, piloted by Commander L. T. McAdams, Lieutenant Commander L. E. Brumbach and Lieutenant (jg)s R. E. Moore and P. A. Carter, participated in "Pierce Arrow," retaliatory strikes against the North Vietnamese. Along with other aircraft from CVG-5, they struck the Vinh oil storage facilities and destroyed about ninety percent of the complex. The four aircraft returned with no battle damage.

6-29 Oct 1964: The squadron conducted rescue combat air patrols missions in support of "Yankee Team" operations.

7 Feb 1966: Lieutenant (jg) Harvey M. Browne was awarded the Silver Star for conspicuous gallantry and intrepidity during rescue missions in the Republic of Vietnam.

13 Apr 1966: Commander John C. Mape was killed in action, becoming the third VA-52 commanding officer to be lost in combat action.

21 Apr 1966: The squadron completed its second combat tour of duty in Vietnam, having participated in Rolling Thunder operations designed to interdict the enemy's lines of communication into Laos and South Vietnam.

9 Mar 1967: Commander John F. Wanamaker received the Silver Star for conspicuous gallantry and intrepidity during operations against North Vietnam.

27 Apr 1967: This was the last day of line operations for VA-52 and the completion of her third combat tour to Vietnam. During this deployment squadron operations included rescue combat air patrol missions, coastal reconnaissance, Steel Tiger missions and Sea Dragon operations. Steel Tiger involved concentrated strikes in southern Laos. Sea Dragon operations involved spotting for naval gunfire against waterborne cargo and coastal radar and gun battery sites.

7 Sep 1968: VA-52 deployed aboard *Coral Sea* (CVA 43). This was the first A-6 Intruder deployment aboard a *Midway* Class carrier.

8 Dec 1970-23 Jun 1971: During this period VA-52's main emphasis was on operations in Laos against the enemy's lines of communication and their transportation networks.

23 Nov 1971: Commander Lennart R. Salo became the first Naval Flight Officer to command an A-6 Intruder squadron.

3 Apr 1972: VA-52 commenced line operations from Yankee Station a few days earlier than scheduled as a result of the North Vietnamese invasion across the DMZ in South Vietnam on 30 March. During this line period heavy air raids were conducted against North Vietnam. These were the first major heavy air raids into North Vietnam since October 1968 and became known as operation Freedom Train.

16 Apr 1972: VA-52 conducted strikes in the Haiphong, Vinh, and Thanh Hoa as part of operation "Freedom Porch."

9 May 1972: Operation Pocket Money, the mining of Haiphong harbor, was launched. VA-52's Intruders took part in a diversionary attack at Phu Qui railroad yard while aircraft from *Coral Sea* conducted the actual mining.

10 May 1972: Linebacker I operations began and involved concentrated air strikes against targets in North Vietnam above the 20th parallel. During these operations VA-52's aircraft flew armed reconnaissance, Alpha strikes (large coordinated attacks), mine seeding operations, tanker operations, and standard arm sorties (use of antiradiation missiles to destroy missile radar sites).

1-27 Jun 1972: VA-52 flew special single aircraft night missions designated Sneaky Pete as part of Linebacker I operations.

23 Nov 1973: VA-52 deployed with CVW-11 aboard *Kitty Hawk* (CV 63) as part of the first CV concept air wing on the west coast. VA-52's Intruders were equipped with new ASW electronic equipment, the Multi-Channel Jezebel Relay pods.

24-28 Jul 1979: VA-52 and other elements of CVW-15, participated in search and assistance operations to aid Vietnamese boat people. A total of 114 people

were rescued through the efforts of the air wing and *Kitty Hawk*. These operations continued during August.

27 Oct 1979: South Korea's President Park Chung Hee was assassinated and *Kitty Hawk* immediately departed the Philippine Sea for the southwest coast of Korea, where they remained until 4 November.

29 Dec 1979: During operations off *Kitty Hawk*, the squadron's commanding officer, Commander Walter D. Williams, was lost at sea in a KA-6D.

3 Dec 1979–23 Jan 1980: After the assault on the American Embassy in Tehran and the taking of hostages on 4 November 1979, *Kitty Hawk* entered the Indian Ocean and operated in the Arabian Sea throughout this period.

19 May 1981: While transiting the South China Sea VA-52 aircraft spotted a small boat with 47 Vietnamese refugees on board and reported their location for rescue operations.

10–12 Oct 1983: *Carl Vinson* (CVN 70), with CVW-15 and VA-52, were kept on station in the Sea of Japan after the attempted assassination of South Korea's president.

14–31 Aug 1986: VA-52 participated in the first carrier operations in the Bering Sea since World War II. Most of the squadron's 400 hours and 200 sorties were made under adverse weather conditions.

20–31 Jan 1987: VA-52 conducted its second period of operations in the Northern Pacific and Bering Sea. At one point the most effective means of clearing snow and ice from *Carl Vinson's* flight deck was the jet exhaust from the squadron's aircraft.

23 Sep 1987: During night operations off *Carl Vinson* the squadron's Commanding Officer, Commander Lloyd D. Sledge, was lost at sea.

Aug 1988: The squadron flew sorties in support of Earnest Will operations, the escorting of reflagged Kuwait tankers in the Persian Gulf.



Squadron F4U-4 Corsairs launch from Boxer (CV 21) during a combat deployment to Korea in 1951.

Home Port Assignments

| <i>Location</i> | <i>Date of Assignment</i> |
|--------------------|---------------------------|
| NAS Olathe | 01 Nov 1949 |
| NAS San Diego | 28 Jul 1950 |
| NAS Miramar | Mar 1953 |
| NAS Moffett Field | 15 Jan 1962 |
| NAS Alameda | 29 Aug 1963 |
| NAS Whidbey Island | 01 Jul 1967 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|-----------------------------|-----------------------------|
| LCDR Glenn F. Carmichael | 01 Nov 1949 |
| LCDR Gordon E. Hartley | May 1951 |
| LCDR Frederick W. Bowen | 07 Mar 1952 |
| LCDR Robert E. McElwee | 08 Nov 1952 |
| LCDR John C. Coulthard | Jan 1953 |
| LCDR Dallas E. Runion | Jul 1954 |
| CDR Gerald A. Robinson | Mar 1956 |
| CDR Donald Michie | 09 Aug 1957 |
| CDR A. S. Taddeo | 24 Feb 1959 |
| CDR A. R. English | 28 Oct 1960 |
| CDR M. E. Beaulieu | 30 Jan 1962 |
| CDR Raymond W. West | 17 Jan 1963 |
| CDR George H. Edmondson | 09 Jan 1964 |
| CDR Lee T. McAdams | 29 Dec 1964 |
| CDR John C. Mape | 10 Dec 1965 |
| CDR Robert R. Worchesek | 19 Apr 1966 |
| CDR Lester W. Berglund, Jr. | 30 Jun 1967 |
| CDR James A. McKenzie | 20 Jan 1969 |
| CDR Robert H. Kobler | 29 Jan 1970 |
| CDR Douglas R. McCrimmon | 20 Nov 1970 |
| CDR Lennart R. Salo | 23 Nov 1971 |
| CDR Charles H. Kinney | 03 Oct 1972 |
| CDR Robert S. Owen | 02 Oct 1973 |
| CDR Clifton E. Banta | 17 Jan 1975 |
| CDR Daryl L. Kerr | 23 Apr 1976 |
| CDR William R. Galbraith | 20 May 1977 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|------------------------|-----------------------------|
| CDR James R. McGuire | 25 Aug 1978 |
| CDR Walter D. Williams | 08 Nov 1979 |
| CDR Peter A. Rice | 29 Dec 1979 |
| CDR David T. Waggoner | 09 May 1981 |
| CDR Bruce V. Wood | 27 Aug 1982 |
| CDR Donald L. Sullivan | 10 Feb 1984 |
| CDR James M. Burin | 26 Jul 1985 |
| CDR Lloyd D. Sledge | 08 Dec 1986 |
| CDR Richard P. Dodd | 23 Sep 1987 |
| CDR Timothy Thomson | 31 Mar 1989 |
| CDR James M. Zortman | 05 Oct 1990 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| F8F-1 | * |
| F4U-4 | 01 Aug 1950 |
| F9F-5 | Apr 1953 |
| F9F-4 and F9F-6 | † |
| F9F-8B | Apr 1956 |
| F9F-8 | Aug 1956 |
| AD-5 | Dec 1958 |
| AD-6‡ | Dec 1958 |
| AD-7§ | Mar 1959 |
| A-6A | 10 Nov 1967 |
| A-6B | Oct 1970 |
| KA-6D | ** |
| A-6E | Jul 1974 |

* The squadron was not assigned aircraft before its call to active duty. Pilots trained in and flew F8F-1s that were assigned to the air station where the squadron was home ported.

† The squadron operated a few of these models in the mid 1950s.

‡ AD-6 designation was changed to A-1H in 1962.

§ AD-7 designation was changed to A-1J in 1962.

** The KA-6Ds were received some time between September and December 1971.



VF-144's F9F-8 Cougar on the flight line at NAS Miramar, California, in 1957.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|--------------------------|
| 02 Mar 1951 | 24 Oct 1951 | CVG-101 | CV 21 | F4U-4 | WestPac/Korea |
| 11 Aug 1952 | 17 Mar 1953 | CVG-101 | CVA 33 | F4U-4 | WestPac/Korea |
| 03 Feb 1954 | 06 Aug 1954 | CVG-14 | CVA 15 | F9F-5 | Med |
| Jun 1955 | 03 Feb 1956 | CVG-14 | CVA 21 | F9F-5 | WestPac |
| 21 Jan 1957 | 25 Jul 1957 | CVG-14 | CVA 12 | F9F-8 | WestPac |
| 20 Jun 1958 | 20 Aug 1958 | CVG-14 | CVA 61 | F9F-8 | SoLant/SoPac |
| 05 Mar 1960 | 10 Oct 1960 | CVG-5 | CVA 14 | AD-6 | WestPac |
| 10 May 1961 | 15 Jan 1962 | CVG-5 | CVA 14 | AD-6 | WestPac |
| 21 Jul 1962 | 11 Sep 1962 | CVG-5* | CVA 16 | AD-6/7 | SoPac/SoLant |
| 03 Jan 1963 | 16 Jul 1963 | CVG-5 | CVA 14 | A-1H/J | WestPac/NorPac |
| 13 Apr 1964 | 06 Dec 1964 | CVW-5 | CVA 14 | A-1H/J | WestPac |
| 28 Sep 1965 | 13 May 1966 | CVW-5 | CVA 14 | A-1H/J | WestPac/Vietnam |
| 15 Oct 1966 | 29 May 1967 | CVW-19 | CVA 14 | A-1H/J | WestPac/Vietnam |
| 07 Sep 1968 | 18 Apr 1969 | CVW-15 | CVA 43 | A-6A | WestPac/Vietnam |
| 06 Nov 1970 | 17 Jul 1971 | CVW-11 | CVA 63 | A-6A/B | WestPac/Vietnam |
| 17 Feb 1972 | 28 Nov 1972 | CVW-11 | CVA 63 | A-6A/B & KA-6D | WestPac/Vietnam |
| 23 Nov 1973 | 09 Jul 1974 | CVW-11 | CV 63 | A-6A & KA-6D | WestPac/IO |
| 21 May 1975 | 15 Dec 1975 | CVW-11 | CV 63 | A-6E & KA-6D | WestPac |
| 25 Oct 1977 | 5 May 1978 | CVW-11 | CV 63 | A-6E & KA-6D | WestPac |
| 30 May 1979 | 25 Feb 1980 | CVW-15 | CV 63 | A-6E & KA-6D | WestPac/IO |
| 01 Apr 1981 | 23 Nov 1981 | CVW-15 | CV 63 | A-6E & KA-6D | WestPac/IO |
| 01 Mar 1983 | 29 Oct 1983 | CVW-15 | CVN 70 | A-6E & KA-6D | World Cruise |
| 18 Oct 1984 | 24 May 1985 | CVW-15 | CVN 70 | A-6E & KA-6D | WestPac/IO |
| 12 Aug 1986 | 05 Feb 1987 | CVW-15 | CVN 70 | A-6E & KA-6D | NorPac/WestPac/IO |
| 15 Jun 1988 | 14 Dec 1988 | CVW-15 | CVN 70 | A-6E & KA-6D | NorPac/WestPac/IO |
| 05 Sep 1989 | 09 Nov 1989 | CVW-15 | CVN 70 | A-6E & KA-6D | NorPac |
| 01 Feb 1990 | 31 Jul 1990 | CVW-15 | CVN 70 | A-6E & KA-6D | WestPac/IO |

* Only two squadrons from CVG-5 were aboard *Lexington* for her transfer cruise from the Pacific Fleet to the Atlantic Fleet.



A squadron A-1H Skyraider in 1966. The squadron began its active duty in prop planes, then transitioned to F9F jets in 1953 and returned to props when it received its first Skyraiders in 1958 (Courtesy Robert Lawson Collection).

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-101 | A | 28 Jul 1950 |
| CVG-14* | A | 04 Feb 1953 |
| CVG-14 | NK† | 1957 |
| CVG-5/CVW-5‡ | NF | 26 Sep 1958 |
| CVW-19§ | NM | 25 Aug 1966 |
| COMFAIRWHIDBEY | | 01 Jul 1967 |
| CVW-15 | NL | Jun 1968 |
| CVW-11 | NH | ** |
| CVW-15 | NL | 01 Jul 1978 |

* CVG-101, a reserve carrier air group, was redesignated CVG-14 on 4 February 1953.

† CVG-14's tail code was changed from A to NK in the latter part of 1957. The effective date was most likely the beginning of FY 58 (1 July 1957).

‡ Carrier Air Groups were redesignated Carrier Air Wings on 20 December 1963, hence, CVG-5 became CVW-5.

§ On 1 July 1967, VA-52 detached from CVW-19 and moved to their new home port at NAS Whidbey Island to transition from the A-1 to the A-6.

** The squadron was assigned to CVW-11 sometime in late 1969 or early 1970.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| KPUC | 26 Mar 1951 | 08 Oct 1951 |
| | 17 Sep 1952 | 23 Feb 1953 |
| AFEM | 11 Aug 1964 | 22 Sep 1964 |
| | 07 Oct 1964 | 29 Oct 1964 |
| | 02 Nov 1964 | 06 Nov 1964 |
| | 21 Nov 1964 | 28 Nov 1964 |
| | 05 May 1990 | 01 Jun 1990 |
| HSM | 17 May 1981 | |
| | 02 Oct 1981 | |
| MUC | 13 Nov 1979 | 08 Feb 1980 |
| | 10 Nov 1984 | 07 May 1985 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NAVE | 01 Oct 1987 | 15 Dec 1988 |
| | 01 Jul 1983 | 31 Dec 1984 |
| | 01 Jul 1971 | 31 Dec 1972 |
| NEM | 25 Nov 1979 | 28 Jan 1980 |
| | 25 May 1981 | 30 Sep 1981 |
| NUC | 02 Aug 1964 | 05 Aug 1964 |
| | 10 Oct 1968 | 31 Mar 1969 |
| | 07 Dec 1970 | 24 Jun 1971 |
| | 09 Mar 1972 | 04 Nov 1972 |
| RVNGC | 01 Sep 1968 | 01 Apr 1969 |
| VNSM | 05 Nov 1965 | 01 Dec 1965 |
| | 22 Dec 1965 | 14 Jan 1966 |
| | 22 Jan 1966 | 16 Feb 1966 |
| | 06 Mar 1966 | 31 Mar 1966 |
| | 10 Apr 1966 | 21 Apr 1966 |
| | 12 Nov 1966 | 18 Dec 1966 |
| | 03 Jan 1967 | 07 Feb 1967 |
| | 13 Feb 1967 | 16 Mar 1967 |
| | 28 Mar 1967 | 28 Apr 1967 |
| | 29 Dec 1968 | 30 Jan 1969 |
| | 08 Feb 1969 | 02 Mar 1969 |
| | 19 Mar 1969 | 30 Mar 1969 |
| | 07 Dec 1970 | 30 Dec 1970 |
| | 12 Jan 1971 | 04 Feb 1971 |
| | 19 Feb 1971 | 01 Mar 1971 |
| | 09 Apr 1971 | 26 Apr 1971 |
| | 03 May 1971 | 17 May 1971 |
| | 29 May 1971 | 23 Jun 1971 |
| | 08 Mar 1972 | 25 Mar 1972 |
| | 03 Apr 1972 | 22 May 1972 |
| | 01 Jun 1972 | 27 Jun 1972 |
| | 07 Jul 1972 | 04 Aug 1972 |
| | 14 Aug 1972 | 05 Sep 1972 |
| | 15 Sep 1972 | 02 Oct 1972 |
| | 12 Oct 1972 | 31 Oct 1972 |



A squadron A-6E Intruder in 1984. Notice the lance and knight helmet markings taken from the squadron's insignia.

VA-54

Lineage

Established as Scouting Squadron TWO B (VS-2B) on 3 July 1928.

Redesignated Scouting Squadron THREE (VS-3) on 1 July 1937.

Redesignated Bombing Squadron FOUR (VB-4) on 1 March 1943.

Redesignated Bombing Squadron FIVE (VB-5) on 15 July 1943.

Redesignated Attack Squadron FIVE A (VA-5A) on 15 November 1946.

Redesignated Attack Squadron FIFTY FOUR (VA-54) on 16 August 1948.

Disestablished on 1 December 1949. The first squadron to be assigned the VA-54 designation.

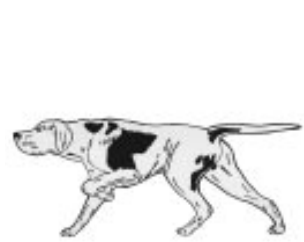
Squadron Insignia and Nickname

The squadron's first insignia was approved by BuAer prior to the squadron's winter cruise in 1930. A pointing bird dog was adopted to reflect the duties as a scouting squadron. The dog was black with white spots and white outlines highlighting the dog's features.



As a scouting squadron, the pointing bird dog was an appropriate design for the squadron's first insignia.

In 1933, VS-2B reversed the color for the dog, giving it an overall white color with black markings. This insignia was used by the squadron following its redesignations to VS-3 in 1937, VB-4 in March 1943 and VB-5 in July 1943. On 24 October 1945, CNO approved a new insignia for VB-5. It was a modification of an insignia used by a previous VB-5 squadron



The squadron's pointing bird dog insignia was modified in 1933 when the colors of the dog were reversed.



During World War II, the squadron adopted this insignia to keep it in line with its mission as a bombing squadron.



Following World War II, the squadron adopted this insignia.

that had been in existence prior to World War II. It was a winged devil's head with a red ball of fire and a black bomb with red markings. The devil's helmet and beard were black; the face and horn was red; yellow goggles and mustache; and red wings outlined in black.

CNO approved a change to the squadron insignia on 3 June 1946. The new insignia had a yellow circle with a green bomb, outlined in black, with a red tip on the bomb. Overlaying the bomb were four aces and the joker. The playing cards had a white background, outlined in black, with the aces in the appropriate colors, while the joker was black with red eyes and mouth. The five cards signified the squadron's number. The squadron continued to use the insignia when it was redesignated VA-54.

Nickname: unknown.

Chronology of Significant Events

Jan-Feb 1929: Fleet Problem IX was the first time the Navy's two large carriers, *Saratoga* (CV 3) (with VS-2B embarked) and *Lexington* (CV 2), participated in a major fleet exercise.

Mar-Apr 1930: In March, Fleet Problem X was conducted in the Caribbean Sea, followed by Fleet Problem XI in April.

May 1930: VS-2B's aircraft joined with the planes from 9 other squadrons, which included *Saratoga*, *Lexington* and *Langley* Air Groups, for a three-day tour of east coast cities from Norfolk, Virginia to Boston. The flight was commanded by Captain Kenneth Whiting and consisted of 36 torpedo and bombing planes, 57 fighting planes, 24 scouting planes, 3 amphibian utility planes, 3 Ford tri-motored transports and 2 staff planes. It was the largest air parade that had ever been assembled on the east coast.

5 Nov 1931: The squadron's commanding officer, Lieutenant Commander Oscar W. Erickson, was killed in an airplane crash at sea.

1931-1934: The squadron participated in Fleet Problems XII through XIX.

31 May 1934: A fleet review for President Franklin D. Roosevelt was held in New York Harbor.

1935-1938: The squadron participated in Fleet Problems XVI through XV.

Apr-May 1940: The squadron participated in Fleet Problem XXI. This was the last major fleet problem conducted before Pearl Harbor and America's involvement in World War II.

Aug 1942: VS-3 and the other squadrons in *Saratoga* Air Group provided air support for the landings on Guadalcanal.

24–25 Aug 1942: VS-3 participated in the Battle of Eastern Solomons and, along with other squadrons in the *Saratoga* Air Group, attacked and sunk the Japanese carrier *Ryujo*. Enroute back to *Saratoga* after their attack on the *Ryujo*, Lieutenant Commander Kirn, and ten of his SBDs attacked a Japanese flight of four Vals (Aichi D3A, Japanese Navy Type 99 Carrier Bombers), downing three and damaging the fourth.

Sep–Nov 1942: VS-3 operated from Espiritu Santo, New Hebrides until its return to CONUS in December.

6–24 Jul 1943: VB-5 departed Norfolk embarked in *Yorktown* (CV 10) enroute to Hawaii via the Panama Canal.

31 Aug 1943: VB-5, embarked in *Yorktown*, participated in a raid on Marcus Island.

5–6 Oct 1943: The squadron participated in a raid on Wake Island.

Nov–Dec 1943: VB-5 participated in operations against the Gilberts in support of the landings on Makin and Tarawa, as well as strikes against the Marshalls.

Jan–Feb 1944: The squadron flew strikes against the Marshall Islands and provided air support for the invasion of the Marshalls.

16–17 Feb 1944: VB-5, along with other squadrons in Air Group 5, flew strikes against the the Japanese stronghold of Truk.

22 Feb 1944: CVG-5's aircraft, including VB-5, raided the Marianas striking targets on Saipan.

30 Mar–1 Apr 1944: VB-5's SBDs struck ships and facilities at Palau in the Caroline Islands.

21–23 Apr 1944: Strikes were flown by VB-5 against targets on Wade Island and Hollandia in New Guinea. These operations were in support of the landings at Hollandia by General Douglas MacArthur's forces.

29–30 Apr 1944: VB-5 conducted another strike operation against Truk.

14 May 1944: Following a ten-month combat tour, which began in August 1943, Air Group 5 was relieved aboard *Yorktown* by Air Group 1 and the Air Group, including VB-5, returned to CONUS.

07 Feb 1945: CVG-5, with VB-5, embarked in *Franklin* (CV 13) and departed NAS Alameda for Hawaii, arriving there on 13 February. This was the beginning of the squadron's third major combat tour in the Pacific.

19 Mar 1945: Following the launch of CVG-5 aircraft, including SB2Cs from VB-5, for an attack against the city of Kobe, Japan, the *Franklin* was hit by two enemy bombs from a Japanese aircraft. Fires were ignited on the second and third decks from the first bomb and the second triggered munitions on the carrier. All CVG-5's aircraft still on the carrier were destroyed. The damage was one of the most extensive experienced by an *Essex* class carrier during World War II. A total of 724 were

killed and 265 wounded. However, the crew's heroic efforts saved the ship. CVG-5 personnel were transferred to *Sante Fe* (CL 60). CVG-5 aircraft in the air landed on other carriers, primarily *Bennington* (CV 20). Personnel in the water were picked up by destroyers.

May 1949: VA-54 was the last fleet squadron to operate the SB2C aircraft. The squadron completed its Operational Readiness Inspection on 19 May and the last operational flight of the SB2C.



This photo shows a squadron O2U laying a smoke screen.

Home Port Assignments

| Location | Assignment Date |
|------------------------------|-----------------|
| NAS San Diego | 03 Jul 1928 |
| Espiritu Santo, New Hebrides | Sep 1942* |
| NAS San Diego | Dec 1942 |
| MCAS El Centro | Jan 1943 |
| NAS San Diego | Mar 1943 |
| NAS Norfolk | Apr 1943 |
| NAS Pearl Harbor | Jul 1943* |
| NAS Barbers Point | Sep 1943* |
| NAS Puunene | Oct 1943* |
| NAS Hilo | Dec 1943* |
| NAS Kaneohe | Dec 1943* |
| NAS Alameda | 25 Jun 1944 |
| NAAS Fallon | 25 Jul 1944 |
| NAAS Vernalis | 29 Oct 1944 |
| NAAS Santa Rosa | 10 Nov 1944 |
| Hawaii | Feb 1945* |
| NAS Klamath Falls | 08 May 1945 |
| NAS Pasco | 28 Sep 1945 |
| NAAS Brown Field | 03 Dec 1945 |
| NAS Barbers Point | 25 Mar 1946 |
| NAS San Diego | 20 May 1946 |
| NAS Seattle | 13 Jan 1947 |
| NAS San Diego | 20 Mar 1947 |

* Temporary shore assignment during World War II.



This is a close-up view of the squadron O2U laying a smoke screen.



Squadron SU aircraft are parked on the forward flight deck of Lexington (CV 2) as she passes through the Panama Canal.

Commanding Officers

| | <i>Date Assumed Command</i> |
|---------------------------------|-----------------------------|
| LT Forrest P. Sherman (acting)* | 03 Jul 1928 |
| LCDR Virgil C. Griffin | 03 Jul 1928 |
| LT Forrest P. Sherman (acting) | Apr 1929 |
| LCDR Dewitt C. Watson | 21 Jun 1929 |
| LCDR Adolph P. Schneider | 01 Jun 1931 |
| LCDR Oscar W. Erickson | 17 Aug 1931 |
| LT Robert P. McConnell (acting) | 05 Nov 1931 |
| LCDR Gordon Rowe | Jun 1932 |
| LCDR Theodore C. Lonnquest | Dec 1932 |
| LT Harold M. Martin (acting) | Jul 1932 |
| LCDR Felix B. Stump | 13 Jul 1934 |
| LCDR John F. Gillon | Jun 1936 |
| LCDR Frederick W. McMahon | Jun 1937 |
| LCDR Charles F. Greber | Jun 1938 |
| LCDR Robert C. Sutliff | † |
| LCDR Sutlia | 03 Apr 1941 |
| LCDR Herbert L. Hoerner | 01 Oct 1941 |
| LCDR Louis J. Kirn | May 1942 |
| LCDR Robert M. Milner | Mar 1943 |
| LCDR Edgar E. Stebbins | Sep 1943 |
| LT Charles P. Mason | 25 Jun 1944 |
| LCDR John G. Sheridan | 02 Jul 1944 |
| LT Harold W. Calhoun (acting) | 15 May 1945 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|----------------------------------|-----------------------------|
| LTJG F. D. Brunner (acting) | 31 May 1945 |
| LCDR Paul J. Knapp | 25 Jun 1945 |
| LT Eugene M. Yoder (acting) | 28 Aug 1945 |
| LTJG H. M. Ziskin (acting) | 07 Sep 1945 |
| LCDR Howard L. Grimmell (acting) | 08 Sep 1945 |
| LCDR Allen L. Lewis (acting) | 07 Nov 1945 |
| LCDR Allen L. Lewis | 05 Dec 1945 |
| CDR Walter F. Madden | 04 Oct 1947 |
| LCDR Willard L. Nyburg (acting) | 21 Jun 1948 |
| CDR Edgar S. Keats | 27 Jul 1948 |
| LCDR R. A. Newcomb | 04 Feb 1949 |
| LCDR D. K. English | 08 Apr 1949 |

* Lieutenant Sherman was the senior officer assigned to the squadron during its establishment ceremonies. Following the establishment ceremonies Lieutenant Commander Griffin reported aboard and became the commanding officer.

† Assumed command sometime between October 1939 and June 1940.



A formation of squadron SUs, circa 1933.

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| UO | Jul 1928 |
| FU-1 | 27 Aug 1928 |
| O2U-1 | Dec 1928 |
| O2U-2 | Dec 1928 |
| O3U-2 | Dec 1931 |
| SU-1 | May 1932 |
| SU-3 | Nov 1932 |
| SU-2 | Dec 1932 |
| SBU-1 | Jan 1936 |
| SBC-3 | Aug 1937 |
| SBC-4 | Mar 1941 |
| SBD-3 | Aug 1941 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| SBD-4 | Jan 1943 |
| SB2C | Apr 1943 |
| SBD-5 | Jun 1943 |
| SB2C-3 | 25 Jun 1944 |
| SBW-3 | 25 Jun 1944 |
| SB2C-4 | Sep 1944 |
| SB2C-4E | Dec 1944 |
| SB2C-5* | Mar 1946 |
| F4U-4 | 19 Apr 1948 |
| AD-1 | May 1949 |
| AD-4 | Oct 1949 |

* The squadron continued to operate the SB2C-5s until May 1949.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|------------------------------|----------------|-------------------------|-----------------------------|
| 15 Jan 1929 | Mar 1929 | <i>Saratoga</i> Air Group | CV 3 | O2U-2 | Central America/ Pacific |
| 15 Feb 1930 | 21 Jun 1930 | <i>Saratoga</i> Air Group | CV 3 | O2U-2 | Pacific/Carib |
| 05 Feb 1931 | 15 Apr 1931 | <i>Saratoga</i> Air Group | CV 3 | O2U-2 | Pacific/Carib |
| Feb 1932 | 19 Mar 1932 | <i>Saratoga</i> Air Group | CV 3 | O3U-2 | Hawaii |
| 23 Jan 1933 | 17 Feb 1933 | <i>Saratoga</i> Air Group | CV 3 | SU-1/2/3 | Hawaii |



A formation of squadron SBC-3s in 1938 (Courtesy Robert Lawson Collection).

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|------------------------------|----------------|-----------------------------|------------------------------|
| 09 Apr 1934 | 09 Nov 1934 | <i>Saratoga</i> Air Group | CV 3 | SU-1/2/3 | Pacific/Carib/ East Coast |
| May 1935 | Jun 1935 | <i>Saratoga</i> Air Group | CV 3 | SU-2/3 | Hawaii/NorPac |
| Apr 1936 | Jun 1936 | <i>Saratoga</i> Air Group | CV 3 | SBU-1 | Central America Pacific |
| Apr 1937 | May 1937 | <i>Saratoga</i> Air Group | CV 3 | SBU-1 | Hawaii |
| 15 Mar 1938 | Apr 1938 | <i>Saratoga</i> Air Group | CV 3 | SBC-3 | Hawaii |
| 02 Apr 1940 | 21 Jun 1940 | <i>Saratoga</i> Air Group | CV 3 | SBC-3 | Hawaii |
| 08 Dec 1941 | 19 Feb 1942 | <i>Saratoga</i> Air Group | CV 3* | SBD-3 | Hawaii |
| 07 Jul 1942 | Sep 1942 | <i>Saratoga</i> Air Group | CV 3† | SBD-3 | SoPac |
| 22 Aug 1943 | 07 Sep 1943 | CVG-5 | CV 10 | SBD-5 | Pacific |
| 29 Sep 1943 | 11 Oct 1943 | CVG-5 | CV 10 | SBD-5 | Pacific |
| 10 Nov 1943 | 09 Dec 1943 | CVG-5 | CV 10 | SBD-5 | Pacific |
| 16 Jan 1944 | 11 May 1944 | CVG-5 | CV 10 | SBD-5 | Pacific |
| 03 Mar 1945 | 19 Mar 1945 | CVG-5 | CV 13 | SB2C-4E | Pacific |
| 31 Mar 1947 | 16 Jun 1947 | CVG-5 | CV 38 | SB2C-5 | WestPac |

* The squadron was operating from *Saratoga* in the Hawaiian area when, on 11 January 1942, the ship was hit by a torpedo from a Japanese submarine. With VS-3 aboard, *Saratoga* departed Hawaii and returned to Bremerton, Washington, for repairs. The other squadrons in *Saratoga's* Air Group remained in Hawaii.

† *Saratoga* was torpedoed for a second time on 31 August 1942 and VS-3 was transferred ashore at Espiritu Santo in early September.



A close-up view of a squadron SBC-3 in flight. Part of the squadron's pointing bird dog insignia is visible on the fuselage just below the pilot.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|----------------------------|------------------|------------------------|
| <i>Saratoga Air Group*</i> | | Jul 1928 |
| † | | Sep 1942 |
| CVG-5 | S‡ | 15 Feb 1943 |

* Squadrons assigned to the carriers prior to 1 July 1938 were part of that carrier's air group. However, it was not until 1 July 1938, when air group commander billets were established, that the air groups themselves became official organizations.

† When VS-3 was transferred ashore at Espiritu Santo, New Hebrides, from *Saratoga* the squadron's association with the *Saratoga* Air Group came to an end.

‡ CVG-5 aircraft were assigned the tailcode S on 12 December 1946.



Squadron SB2C-5 Helldivers fly over Boulder Dam in 1948.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------------------------|--|-------------|
| PUC | 31 Aug 1943 | |
| | 05 Oct 1943 | 06 Oct 1943 |
| | 19 Nov 1943 | 05 Dec 1943 |
| | 29 Jan 1944 | 23 Feb 1944 |
| | 29 Mar 1944 | 30 Apr 1944 |
| NAVE | 01 Jul 1947 | 30 Jun 1948 |
| Campaign Medal (Asiatic/Pacific) | 07 Aug 1942 | 09 Aug 1942 |
| | 23 Aug 1942 | 25 Aug 1942 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| 31 Aug 1943 | 05 Oct 1943 | 06 Oct 1943 |
| | 19 Nov 1943 | 04 Dec 1943 |
| | 29 Jan 1944 | 08 Feb 1944 |
| | 16 Feb 1944 | 17 Feb 1944 |
| | 21 Feb 1944 | 22 Feb 1944 |
| 30 Mar 1944 | 01 Apr 1944 | |
| 21 Apr 1944 | 24 Apr 1944 | |
| 29 Apr 1944 | 01 May 1944 | |



A squadron AD-1 Skywarrior loaded with dud rockets and general purpose bombs. The squadron's joker and card insignia and Battle E award are on the fuselage just forward of the pilot.

SECOND VA-54

Lineage

Established as Bomber Fighter Squadron ONE HUNDRED FIFTY THREE (VBF-153) on 26 March 1945.

Redesignated Fighter Squadron SIXTEEN A (VF-16A) on 15 November 1946.

Redesignated Fighter Squadron ONE HUNDRED FIFTY TWO (VF-152) on 15 July 1948.

Redesignated Fighter Squadron FIFTY FOUR (VF-54) on 15 February 1950.

Redesignated Attack Squadron FIFTY FOUR (VA-54) on 15 June 1956.

Disestablished on 1 April 1958. The second squadron to be assigned the VA-54 designation.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 17 July 1945. The insignia was designed by Walt Disney Productions.



The squadron's first insignia was designed by Walt Disney Productions.

Colors for the dog on a winged bomb were: white background, pale yellow circle outline; blue powder head bomb with black body, blue middle fin, and bright orange corsair wings with white highlights; the dog was a mottled brown and black, jowls and chest a flesh color, nose black with white highlights,

right eye ringed in black, eyeballs white, pupils blue with black centers, mouth black, and tongue red; boxing gloves orange; and collar black with blue loop and black leash.

Following the redesignation to VF-16A the squadron had a new insignia approved on 26 May 1948. Colors for the flying ace of spades were: black outer circle and red inner circle; black background; gold wings outlined in black; ace of spades and card markings were black; red bloodspots; copper arrowhead outlined in black. When the squadron was redesignated VF-152 it retained the flying ace of spades insignia.

A new squadron insignia was approved by CNO on 14 February 1951, a year after the squadron had been redesignated VF-54. The insignia's design was based on the statement "through Hell or High Water." Colors for this insignia were: sky blue background in the upper half and sapphire blue in the lower half of the insignia, the overall insignia outlined in black; a crimson devil's head was encircled by yellow, red and amber flames; the devil's features include black hair,



The squadron's second insignia, approved in 1948, depicts the nickname "Copperheads."



The squadron's last insignia, the devil's head, gave them the nickname "Hell's Angels."

eyebrows, mustache and highlights; his eyes were white with emerald pupils and vermilion iris; the mouth was white; and gold anchor, shield and wings. The squadron's motto was Angeli Inferni meaning Hell's Angels. When the squadron was redesignated VA-54 in 1956, it continued to use the Hell's Angels insignia.

Nickname: Copperheads, until 1951.

Hell's Angels, 1951–1958.

Chronology of Significant Events

29 Jun 1950: VF-54 was deployed aboard *Valley Forge* (CV 45) in the Western Pacific when hostilities erupted in Korea on 25 June. The carrier was ordered north from the Philippines and the squadron's aircraft conducted a sweep along the western coast of Taiwan due to the concern that the North Korean invasion of South Korea might be a prelude to an invasion of that island by the Chinese Communists.

3 Jul 1950: The squadron participated in its first combat strikes since its establishment in 1945. These strikes were the first made by carrier aircraft in the Korean War. VF-54's Corsairs struck targets in Pyongyang, North Korea.

15 Sep 1950: VF-54 provided air support for the landings at Inchon, South Korea.

26 Jul 1954: VF-54's AD-4 Skyraiders were on a SAR mission looking for survivors, rafts or debris from a British Cathay Pacific DC-4 airliner, that had been shot down by the Chinese Communists, when they were attacked by two Chinese LA-7 fighter aircraft. Two of the squadron's Skyraiders, along with an F4U, shot down the two LA-7s 13 miles southeast of Hainan Island.

Sep 1957: *Bon Homme Richard* (CVA 31), with VA-54 embarked, operated in the vicinity of Taiwan in response to a buildup of Chinese Communist forces on the mainland opposite Taiwan.

Dec 1957: The squadron began the transition from propeller aircraft to jets.



A squadron F6F-5 Hellcat in flight, circa 1947 (Courtesy Robert Lawson Collection).

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------|------------------------|
| NAS Wildwood | 26 Mar 1945 |
| NAAS Oceana | 01 Jun 1945 |
| NAS Norfolk | 02 Jul 1946 |
| NAS Alameda | 11 Aug 1946 |
| NAS Sand Point | 04 May 1948 |
| NAS Alameda | 28 Jun 1948 |
| NAS San Diego | 01 Dec 1949 |
| NAS Miramar | 19 May 1952 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|---------------------------|-----------------------------|
| LCDR Hayden M. Jensen | 26 Mar 1945 |
| LCDR Levern E. Forkner | 01 May 1947 |
| CDR Robert G. Boyd | 09 Jul 1948 |
| LCDR Douglas K. English | 01 Dec 1949 |
| LCDR Paul N. Gray | 16 Jan 1951 |
| LCDR Henry Suerstedt, Jr. | 27 Jun 1952 |
| LCDR Christian Fink | 21 Jul 1953 |
| CDR Donald E. Bruce | Dec 1954 |
| CDR Frank M. McLinn | Sep 1955 |
| CDR William A. Lewiston | Jun 1956 |
| CDR Emmit W. Blackburn | 16 Dec 1957 |



A squadron F8F-1 Bearcat on the deck of Tarawa (CV 40) in 1948 (Courtesy Robert Lawson Collection).

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| F4U-1 | 26 Mar 1945 |
| F4U-4 | 04 Jun 1945 |
| F6F-5 | 10 Sep 1945 |
| F8F-1 | 21 Oct 1947 |
| F8F-2 | May 1949 |
| AD-4 | 01 Dec 1949 |
| F4U-4B | 14 Dec 1949 |
| AD-1/4 | Mar 1951 |
| AD-6 | Dec 1954* |
| AD-5 | Dec 1954 |
| AD-7 | Jan 1957 |
| F9F-8B | Dec 1957 |

* VF-54 operated AD-6s for a short period of time between October and December 1953.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 31 Mar 1947 | 08 Oct 1947 | CVAG-15 | CV 36 | F6F-5 | WestPac |
| 01 May 1950 | 01 Dec 1950 | CVG-5 | CV 45 | F4U-4B | WestPac/Korea |
| 28 Jun 1951 | 25 Mar 1952 | CVG-5 | CV 9 | AD-2/3/4 | WestPac/Korea |
| 20 Nov 1952 | 25 Jun 1953 | CVG-5 | CVA 45 | AD-4 | WestPac/Korea |
| 12 Mar 1954 | Nov 1954 | CVG-5 | CVA 47 | AD-4 | WestPac |
| 29 Oct 1955 | 17 May 1956 | CVG-5 | CVA 33 | AD-6 | WestPac |
| 12 Jul 1957 | 09 Dec 1957 | CVG-5 | CVA 31 | AD-6/7 | WestPac |



A squadron F4U-4B Corsair prepares to launch from Valley Forge (CV 45) during a combat deployment to Korea in 1950 (Courtesy Robert Lawson Collection).



A squadron AD-6 Skyraider coming in for a landing on Kearsarge (CVA 33) during its 1955–1956 WestPac deployment.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-------------------------|------------------|------------------------|
| CVG-153/CVAG-15/CVG-15* | B/A† | 26 Mar 1945 |
| CVG-5 | S/NF‡ | 01 Dec 1949 |

* CVG-153 was redesignated CVAG-15 on 15 November 1946 and then redesignated CVG-15 on 1 September 1948.

† CVAG-15 was assigned the tail code B on 12 December 1946. It was changed to A on 4 August 1948.

‡ CVG-5's tail code was changed from S to NF in the latter part of 1957. The effective date was most likely the beginning of FY 58 (1 July 1957).

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NAVE | 01 Jul 1948 | 30 Jun 1949 |
| NUC | 03 Jul 1950 | 18 Nov 1950 |
| | 01 Jan 1953 | 05 Jun 1953 |
| | 21 Aug 1951 | 05 Mar 1952 |
| KPUC | 01 Jul 1950 | 18 Nov 1950 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| KSM | 30 Dec 1952 | 10 Jun 1953 |
| | 15 Aug 1951 | 11 Mar 1952 |
| | 30 Jun 1950 | 23 Nov 1950 |
| | 13 Aug 1951 | 01 Nov 1951 |



Squadron F9F-8B Cougars on the flight line at NAS Miramar, California, in 1958.

VA-55

Lineage

Established as Torpedo Squadron FIVE (VT-5) on 15 February 1943.

Redesignated Attack Squadron SIX A (VA-6A) on 15 November 1946.

Redesignated Attack Squadron FIFTY FIVE (VA-55) on 16 August 1948.

Disestablished on 12 December 1975. The first squadron to be designated VA-55.

Squadron Insignia and Nickname

The squadron's first insignia was not submitted or approved by CNO. This insignia was a horned black cat, grasping a rat, astride a torpedo. The colors were: a red background with a black cat; the cat's face, claws and horns were red; the rat had a yellow face and a red body; the torpedo had a yellow nose and tail section with a red center and black markings; and the word Torpcats was black.



This TORPCATS insignia was used by VT-5 during World War II but was never officially approved.

On 10 July 1946, a new squadron insignia was approved by CNO. The insignia design was the face of a cat grasping a torpedo in its mouth. Colors were: a lemon yellow background; a blue cat's head with green eyes, gray jowls, black nose and whiskers, and white teeth; the torpedo was red with white highlights and outlined in black. This insignia was used by VT-5, VA-6A and VA-55 until September 1955.

On 27 September 1955 a new insignia was approved. The winged seahorse insignia was outlined by alternating white and dark green square blocks; the upper half



This squadron insignia was approved for use in the post-World War II period, retaining the cat and torpedo motif.

of the insignia was turquoise and the lower half dark blue; the waves were highlighted in white; the seahorse was silver with gold wings and highlighted with black markings; the rocket was silver with red tail fins and nose, black markings, and a flame of red and yellow.

Nickname: Torpcats, 1943–1955.

Warhorses, 1955–1975.



In the mid-1950s, the squadron adopted the seahorse insignia that became a well-known design.

Chronology of Significant Events

15 Feb 1943: VGS-30 was disestablished and personnel from the squadron were used to form VT-5 and VF-1.

6–24 Jul 1943: The squadron departed Norfolk embarked in *Yorktown* (CV 10) enroute to Hawaii via the Panama Canal.

31 Aug 1943: Embarked in *Yorktown*, the squadron participated in a raid on Marcus Island.

5–6 Oct 1943: The squadron participated in a raid on Wake Island.

Nov–Dec 1943: The squadron supported the landings on Makin and Tarawa, in the Gilberts, and flew strikes against Kwajalein in the Marshalls.

Jan–Feb 1944: The squadron provided air support for the invasion of the Marshalls.

16–17 Feb 1944: Squadron aircraft flew strikes against the Japanese stronghold of Truk.

22 Feb 1944: The squadron participated in a raid on the Marianas, striking targets on Saipan.

30 Mar–1 Apr 1944: Squadron aircraft struck ships and facilities at Palau in the Caroline Islands. The strike on 30 March was the first time the squadron's TBFs were armed with torpedoes in combat.

21–23 Apr 1944: Strikes were flown against targets on Wakde Island and Hollandia in New Guinea. These operations were in support of the landings at Hollandia by General Douglas MacArthur's forces.

29–30 Apr 1944: The squadron participated in another strike operation against Truk.

30 Apr 1944: The squadron's commanding officer, Lieutenant Commander Dick Upson, failed to return from a SAR mission to locate a downed pilot.

14 May 1944: Following a ten-month combat tour beginning in August 1943, Air Group 5 was relieved aboard *Yorktown* by Air Group 1 and returned to CONUS to reform on 25 June 1944.

07 Feb 1945: Embarked in *Franklin* (CV 13), the squadron departed NAS Alameda for Hawaii, arriving there on 13 February. This was the beginning of

the squadron's second major combat tour in the Pacific.

19 Mar 1945: VT-5 was preparing to launch its aircraft for an attack against the city of Kobe, Japan, when the *Franklin* was hit by two enemy bombs from a Japanese aircraft. Fires were ignited on the second and third decks from the first bomb and the second triggered munitions on the carrier. All VT-5's aircraft on the flight and hangar deck were destroyed by the ensuing explosions and fire. The damage was one of the most extensive experienced by an *Essex* class carrier during World War II. A total of 724 men were killed and 265 wounded. VT-5's commanding officer, Lieutenant Commander Edmands, was lost in the action. All surviving VT-5 personnel were transferred from *Franklin* and returned to CONUS.

3 Jul 1950: Participated in the first combat strikes by carrier aircraft against the North Koreans. The squadron flew its AD-4 Skyraiders on strikes against airfields, supply lines and transportation facilities in and around Pyongyang, North Korea. This was also the first use of the AD Skyraider in combat.

12 Sep 1950: Pre-invasion strikes against targets in and around Inchon and Seoul, Korea, began in preparation for the landing at Inchon.

15 Sep 1950: Strikes were flown to support the landings at Inchon.

16 May 1951: All VA-55 personnel, except 16 officers and 5 enlisted men, embarked USNS *General William Weigel* (TAP 119) enroute to Japan for duty with Air Group 19 aboard Princeton (CV 37). The remainder of the personnel were airlifted to Japan on 17 May.

29 May 1951: VA-55 embarked on *Princeton*, replaced VA-195 in Air Group 19, and proceeded to Korea for combat operations.

Mar 1954: The squadron was deployed to the Western Pacific aboard *Essex* (CVA 9) when the carrier was ordered to operate off the coast of Vietnam during the Viet Minh's assault against the French at Dien Bien Phu.

Jul-Sep 1957: Operated intermittently off the coast of Taiwan due to the build-up of Chinese Communist forces and the threat of a possible invasion of Taiwan or its off-shore islands.

Sep 1958: Operated in the Formosa Straits during the Chinese Communist shelling of Quemoy and Matsu.

30-31 Oct 1962: Participated in cross deck operations on HMS *Victorious* (R 38) in the South China Sea.

Apr 1963: *Ticonderoga*, with VA-55 embarked,

deployed to the South China Sea following several defeats of neutralist forces by the Communists in Laos. After a ceasefire agreement was arranged, the ship resumed normal Seventh Fleet operations on 5 May.

Jul-Sep 1964: Participated in special Yankee Team operations involving missions over Laos and South Vietnam.

2 and 4 Aug 1964: The squadron flew air support for *Maddox* (DD 731) and *Turner Joy* (DD 951) while the destroyers were on Desoto Patrol missions (intelligence collection missions begun in 1962) off the coast of North Vietnam.

5 Aug 1964: VA-55's Skyhawks participated in operation Pierce Arrow, retaliatory strikes against the North Vietnamese. Along with other aircraft from CVG-5, they were part of the mission that struck the Vinh oil storage facility. Ninety percent of the complex was destroyed.

Oct-Nov 1964: The squadron continued to operate from *Ticonderoga* off the coast of South Vietnam and participated in special Yankee Team operations, flying missions over South Vietnam.

3 Jun 1966: The squadron's commanding officer, Commander M. J. Chewning, while on a mission over North Vietnam, lost the use of his left arm due to a shrapnel hit. He continued his mission, striking a road target, and then returned to the carrier, making a one-handed carrier landing. For his exploits he was awarded the Silver Star and the Purple Heart.

15 Jun 1966: Lieutenant Commander Theodore F. Kopfman was awarded the Silver Star, in absentia, for his actions on a mission over North Vietnam. During the sortie his aircraft was shot down and he was taken prisoner. He was released by North Vietnam and returned to the United States in 1973.

Apr 1972: The squadron participated in Operation Freedom Train, tactical air sorties against military and logistic targets in the southern part of North Vietnam. It also provided close air support for forces in South Vietnam following a massive invasion by North Vietnam.

May 1972: Participated in the early phase of operation Linebacker I, heavy air strikes against targets in North Vietnam.

Jun 1973: Missions were flown in support of Operation End Sweep, the clearing of mines in the territorial waters of North Vietnam.

Oct 1973: With the outbreak of war between Israel, Egypt and Syria, the *Hancock* (CVA 19), with VA-55 embarked, was directed to leave Yankee Station and operate in the Arabian Sea and Gulf of Aden.



VT-5 flight crews in front of a squadron TBM-3. The squadron TORPCATS insignias on all the flight jackets, circa summer 1945.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-------------------------------|------------------------|
| NAS Norfolk (NAAF Pungo) | 15 Feb 1943 |
| Hawaii | Jul 1943* |
| NAS Alameda | May 1944 |
| NAAS Monterey | Aug 1944† |
| NAAS Santa Rosa | Oct 1944† |
| Hawaii | Feb 1945‡ |
| NAS Seattle | Apr 1945§ |
| NAS Klamath Falls | 08 May 1945 |
| NAS Pasco | 02 Sep 1945 |
| NAAS Brown Field, Chula Vista | 04 Dec 1945 |
| NAS Barbers Point | 25 Mar 1946 |
| NAS San Diego | 21 May 1946 |
| NAS Miramar | 20 Mar 1952 |
| NAS Lemoore | Jan 1962 |

* Temporary shore assignments at various air stations in Hawaii when not aboard *Yorktown* (CV 10).

† Temporary shore station for the squadron while it conducted training in preparation for its next combat cruise.

‡ Temporary shore assignment in Hawaii when not aboard *Franklin* (CV 13), no specific air station listed.

§ Temporary shore station awaiting reforming of squadron in May 1945.

Commanding Officers

| | <i>Date Assumed Command</i> |
|--------------------------------|-----------------------------|
| LCDR Richard Upson | 15 Feb 1943 |
| LT Andrew C. Lett (acting) | 30 Apr 1944 |
| LCDR Allan C. Edmands | 18 Jun 1944 |
| LT Charles H. Carr (acting) | 08 May 1945 |
| LCDR Tom B. Bash | 18 May 1945 |
| LT John D. Cornwell (acting) | 31 Aug 1945 |
| LT William L. Dodd (acting) | 12 Oct 1945 |
| LCDR Allard G. Russell | 21 Oct 1945 |
| LCDR William A. Rawls (acting) | 01 Oct 1947 |
| CDR Charles H. Crabill, Jr. | 24 Dec 1947 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|---------------------------|-----------------------------|
| LCDR Norman D. Hodson | 14 Jan 1949 |
| LCDR A. L. Maltby, Jr. | 17 Jan 1951 |
| LCDR L. W. Chick | 03 Oct 1951 |
| LCDR Jack T. Dowler | Feb 1953 |
| LCDR R. J. Thompson | Oct 1953 |
| CDR Jack T. Dowler | Aug 1954 |
| CDR Franklin V. Bernhard | Nov 1955 |
| CDR Billy D. Holder | 20 Mar 1957 |
| CDR D. H. Stinemates | 21 Feb 1958 |
| CDR J. E. McQuary | 06 Feb 1959 |
| CDR H. M. Richey | 13 Nov 1959 |
| CDR Lloyd F. Cooper | 23 Nov 1960 |
| CDR Earl F. Godfrey | 23 Feb 1962 |
| CDR E. J. Lawrence | 01 May 1963 |
| CDR H. Urban, Jr. | 01 May 1964 |
| CDR J. E. Krimmel | 28 May 1965 |
| CDR M. J. Chewning | 04 Apr 1966 |
| CDR E. E. Holt (acting) | 03 Jun 1966 |
| CDR E. E. Holt | 09 Aug 1966 |
| CDR Robert E. Kirksey | 17 Oct 1967 |
| CDR John F. Wellings | 18 Dec 1968 |
| CDR Frederick W. Lawler | 27 Sep 1969 |
| CDR Richard A. Hendricks | 27 Mar 1970 |
| CDR Maurice D. Fitzgerald | 1971 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|---------------------------|-----------------------------|
| CDR George J. Fenzil, Jr. | 03 Jun 1972 |
| CDR P. M. Feran | 1973 |
| CDR Almer C. Vold | 21 Jun 1974 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| TBF-1 | 01 Mar 1943 |
| TBF-1C | Oct 1943 |
| TBM-3 | Sep 1944 |
| TBM-3E | Jun 1945 |
| TBM-3Q | Oct 1946 |
| TBM-3J | Mar 1947 |
| AD-1 | 18 Jun 1949 |
| AD-4 | 03 Oct 1949 |
| AD-6 | Jul 1954 |
| AD-7 | Dec 1956 |
| FJ-4B | Nov 1957 |
| A4D-2 | Mar 1959 |
| A4D-2N/A-4C* | Jan 1962 |
| A-4E | Jul 1963 |
| A-4C | 12 Sep 1966 |
| A-4F | 29 Dec 1967 |

* The A4D-2N designation was changed to A-4C in 1962.



Squadron AD-4Q Skyraiders at NAS San Diego, California, in December 1950 following their return from a Korean combat tour aboard Valley Forge (CV 45) (Courtesy Robert Lawson Collection).

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 22 Aug 1943 | 07 Sep 1943 | CVG-5 | CV 10 | TBF-1 | Pacific |
| 29 Sep 1943 | 11 Oct 1943 | CVG-5 | CV 10 | TBF-1 | Pacific |
| 10 Nov 1943 | 09 Dec 1943 | CVG-5 | CV 10 | TBF-1C | Pacific |
| 16 Jan 1944 | 11 May 1944 | CVG-5 | CV 10 | TBF-1C | Pacific |
| 03 Mar 1945 | 19 Mar 1945 | CVG-5 | CV 13 | TBF-3 | Pacific |
| 31 Mar 1947 | 16 Jun 1947 | CVG-5 | CV 38 | TBM-3E/Q/J | WestPac |
| 01 May 1950 | 01 Dec 1950 | CVG-5 | CV 45 | AD-4/4Q | WestPac/Korea |
| 16 May 1951 | 29 Aug 1951 | CVG-19 | CV 37* | AD-4/4Q/4W | WestPac/Korea |
| 16 Jun 1952 | 06 Feb 1953 | ATG-2 | CVA 9 | AD-4/4B | WestPac/Korea |
| 01 Dec 1953 | 12 Jul 1954 | ATG-2 | CVA 9 | AD-4/4B | WestPac |
| 01 Apr 1955 | 23 Nov 1955 | ATG-2 | CVA 47 | AD-6 | WestPac |
| 06 Apr 1957 | 18 Sep 1957 | ATG-2 | CVA 19 | AD-6/7 | WestPac |
| 21 Aug 1958 | 12 Jan 1959 | ATG-4 | CVA 20 | FJ-4B | WestPac |
| 06 Mar 1960 | 11 Oct 1960 | CVG-5 | CVA 14 | A4D-2 | WestPac |
| 10 May 1961 | 15 Jan 1962 | CVG-5 | CVA 14 | A4D-2 | WestPac |
| 25 Jul 1962 | 17 Sep 1962 | CVG-5 | CVA 64 | A4D-2 | SoLant/West Coast |
| 03 Jan 1963 | 15 Jul 1963 | CVG-5 | CVA 14 | A-4C | WestPac |
| 14 Apr 1964 | 15 Dec 1964 | CVW-5 | CVA 14 | A-4E | WestPac/Vietnam |
| 10 Dec 1965 | 25 Aug 1966 | CVW-14 | CVA 61 | A-4E | WestPac/Vietnam |
| 29 Apr 1967 | 04 Dec 1967 | CVW-14 | CVA 64 | A-4C | WestPac/Vietnam |
| 18 Jul 1968 | 03 Mar 1969 | CVW-21 | CVA 19 | A-4F | WestPac/Vietnam |
| 02 Aug 1969 | 15 Apr 1970 | CVW-21 | CVA 19 | A-4F | WestPac/Vietnam |
| 22 Oct 1970 | 03 Jun 1971 | CVW-21 | CVA 19 | A-4F | WestPac/Vietnam |
| 07 Jan 1972 | 03 Oct 1972 | CVW-21 | CVA 19 | A-4F | WestPac/Vietnam |
| 08 May 1973 | 08 Jan 1974 | CVW-21 | CVA 19 | A-4F | WestPac/IO |
| 18 Mar 1975 | 20 Oct 1975 | CVW-21 | CV 19 | A-4F | WestPac |

* See chronology entry for 16 May 1951.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-5 | S* | 15 Feb 1943 |
| CVG-19 (X)† | | 23 Apr 1951 |
| CVG-19 | B | 29 May 1951 |
| ATG-2 | W/NB‡ | 11 Sep 1951 |
| CVG-5 | NF | 01 Apr 1958 |
| ATG-4 | ND | 18 Aug 1958 |
| CVG-5/CVW-5§ | NF | 19 Jan 1959 |
| CVW-14 | NK | 01 Jun 1965 |
| CVW-21 | NP | 05 Feb 1968 |

* The tail code S was assigned to the air group and squadron on 12 December 1946.

† The squadron was assigned to Air Group 19 (X-ray), an air group that was organized in CONUS and then sent to Japan to replace the squadrons in Air Group 19 which had been operating in Korea aboard *Princeton* (CV 37).

‡ ATG-2 was assigned the letter W as its tail code on 24 July 1956. The tail code was changed to NB in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

§ CVG-5 became CVW-5 when Carrier Air Group designations were changed to Carrier Air Wings on 20 December 1963.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> |
|-------------------|--|
| NAVE | 01 Jul 1948 30 Jun 1949 |
| | 01 Jul 1949 30 Jun 1950 |
| | 1965 1966 |
| AFEM | 02 Aug 1964 05 Aug 1964 |
| | 11 Aug 1964 22 Sep 1964 |
| | 07 Oct 1964 29 Oct 1964 |
| | 02 Nov 1964 06 Nov 1964 |
| | 21 Nov 1964 28 Nov 1964 |
| | 02 Dec 1968 04 Dec 1968 |
| | 30 Oct 1969 |
| | 03 Jan 1970 08 Jan 1970 |
| | 22 Feb 1970 25 Feb 1970 |
| MUC | 21 Aug 1969 31 Mar 1970 |
| | 20 Nov 1970 07 Mar 1971 |
| NUC | 02 Aug 1964 05 Aug 1964 |
| | 10 Jan 1966 06 Aug 1966 |
| | 18 May 1967 26 Nov 1967 |
| | 01 Aug 1968 22 Feb 1969 |
| | 08 Feb 1972 14 Sep 1972 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| RVNGC | 30 Mar 1972 | 15 Jul 1972 |
| VNSM | 15 Jan 1966 | 12 Feb 1966 |
| | 23 Feb 1966 | 22 Mar 1966 |
| | 30 May 1966 | 30 Jun 1966 |
| | 08 Jun 1967 | 11 Jun 1967 |
| | 18 Jun 1967 | 25 Jul 1967 |
| | 01 Aug 1967 | 03 Sep 1967 |
| | 25 Sep 1967 | 15 Oct 1967 |
| | 24 Oct 1967 | 12 Nov 1967 |
| | 23 Aug 1968 | 04 Sep 1968 |
| | 13 Sep 1968 | 15 Oct 1968 |
| | 23 Oct 1968 | 28 Nov 1968 |
| | 20 Dec 1968 | 15 Jan 1969 |
| | 29 Jan 1969 | 10 Feb 1969 |
| | 31 Aug 1969 | 24 Sep 1969 |
| | 03 Oct 1969 | 27 Oct 1969 |
| | 24 Nov 1969 | 17 Dec 1969 |
| | 18 Jan 1970 | 11 Feb 1970 |
| | 09 Mar 1970 | 26 Mar 1970 |
| | 19 Nov 1970 | 08 Dec 1970 |
| | 29 Dec 1970 | 15 Jan 1971 |
| | 23 Jan 1971 | 31 Jan 1971 |
| | 09 Mar 1971 | 10 Apr 1971 |
| | 17 Apr 1971 | 04 May 1971 |
| | 07 Feb 1972 | 09 Mar 1972 |
| | 25 Mar 1972 | 02 May 1972 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------------------------|--|-------------|
| PUC | 11 May 1972 | 01 Jun 1972 |
| | 12 Jun 1972 | 14 Jul 1972 |
| | 24 Jul 1972 | 17 Aug 1972 |
| | 27 Aug 1972 | 14 Sep 1972 |
| | 31 Aug 1943 | |
| | 05 Oct 1943 | 06 Oct 1943 |
| | 19 Nov 1943 | 05 Dec 1943 |
| | 29 Jan 1944 | 23 Feb 1944 |
| | 29 Mar 1944 | 30 Apr 1944 |
| | 31 Aug 1943 | |
| Campaign Medal (Asiatic/Pacific) | 05 Oct 1943 | 06 Oct 1943 |
| | 19 Nov 1943 | 04 Dec 1943 |
| | 29 Jan 1944 | 08 Feb 1944 |
| | 16 Feb 1944 | 17 Feb 1944 |
| | 21 Feb 1944 | 22 Feb 1944 |
| | 30 Mar 1944 | 01 Apr 1944 |
| | 21 Apr 1944 | 24 Apr 1944 |
| | 29 Apr 1944 | 01 May 1944 |
| | 17 Mar 1945 | 19 Mar 1945 |
| | 27 Jun 1950 | 03 Nov 1950 |
| KSM | 29 May 1951 | 16 Aug 1951 |
| | 26 Jul 1952 | 25 Jan 1953 |
| UNSM | 27 Jun 1950 | 03 Nov 1950 |
| | 29 May 1951 | 16 Aug 1951 |
| | 26 Jul 1952 | 25 Jan 1953 |



A squadron A-4F Skyhawk piloted by Lieutenant Duncan, 14 February 1975.

SECOND VA-55**Lineage**

Established as Attack Squadron FIFTY FIVE (VA-55) on 7 October 1983.

Disestablished on 1 January 1991. The second squadron to be assigned the VA-55 designation.

Squadron Insignia and Nickname

The squadron adopted the same flying seahorse insignia used by the first VA-55.

The squadron adopted the insignia used by the first VA-55. It was approved by CNO on 12 May 1983. Colors for the flying seahorse were: alternating white and dark green square blocks outline the circular insignia; the upper half of the insignia was light blue and the lower half dark blue; the waves were highlighted in white; the seahorse was light gray-green with white and dark green markings; the wings

were gold with dark green markings; the flames from the seahorse and rocket were red, outlined in yellow; and the rocket was white with a red tip.

Nickname: Warhorses, 1983–1991.

Chronology of Significant Events

25 Mar 1986: Due to the initiation of hostile fire by Libya on 24 March, a squadron aircraft attacked a Libyan Nanuchka II class guided missile patrol boat with Rockeye cluster bombs. The Libyan vessel was damaged by the attack and then sunk by a Harpoon strike from VA-85, an Intruder squadron operating from *Saratoga* (CV 60).

14–15 Apr 1986: Six of the squadron's Intruders participated in an attack against Benina Airfield at Benghazi, Libya. Numerous parked aircraft were destroyed and the surrounding hangars, support facilities, aircraft aprons, and other airfield equipment and vehicles were damaged. These strikes were in response to the involvement of Libyan trained terrorists in a specific incident (Berlin disco bombing in which American servicemen were killed).

Aug–Sep 1989: *Coral Sea* (CV 43), with VA-55 embarked, was ordered to operate off the coast of Lebanon following terrorist claims to have killed an American hostage, Lieutenant Colonel William R. Higgins, and the capture of Sheik Obeid from Lebanon by Israeli forces. The unstable situation in Lebanon ultimately led to the evacuation of the American Embassy. Squadron aircraft flew missions in support of the evacuation.

22 Feb 1991: The squadron held a disestablishment ceremony at NAS Oceana. It was officially disestablished on 1 January 1991.

Home Port Assignment

| Location | Assignment Date |
|------------|-----------------|
| NAS Oceana | 07 Oct 1983 |

Commanding Officers

| | Date Assumed Command |
|------------------------|----------------------|
| CDR Stan W. Bryant | 07 Oct 1983 |
| CDR Robin Y. Weber | 18 May 1985 |
| CDR Warren C. Chewning | 27 Jun 1986 |
| CDR Ralph E. Suggs | 07 Dec 1987 |
| CDR John W. Henson | 07 Jan 1989 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| A-6E | 25 Jan 1984 |
| KA-6D | Feb 1984 |

Major Overseas Deployments

| Date of Departure | Date of Return | Air Wing | Carrier | Type of Aircraft | Area of Operation |
|-------------------|----------------|----------|---------|------------------|-------------------|
| 01 Oct 1985 | 19 May 1986 | CVW-13 | CV 43 | A-6E/KA-6D | Med |
| 29 Sep 1987 | 28 Mar 1988 | CVW-13 | CV 43 | A-6E | Med |
| 31 May 1989 | 30 Sep 1989 | CVW-13 | CV 43 | A-6E | Med |

Air Wing Assignments

| Air Wing | Tail Code | Assignment Date |
|---------------|-----------|-----------------|
| COMMATWING-1* | | 07 Oct 1983 |
| CVW-13 | AK | 01 Mar 1984 |

* Administratively assigned to Commander Medium Attack Wing ONE.

Unit Awards Received

| Unit Award | Inclusive Dates Covering Unit Award |
|------------|-------------------------------------|
| NAVE | 01 Jan 1985–31 Dec 1985 |
| | 01 Jan 1986–31 Dec 1986 |
| NEM | 20 Jan 1986–05 May 1986 |
| NUC | 02 Oct 1985–19 May 1986 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 23 Mar 1986 | 17 Apr 1986 |
| AFEM | 20 Jan 1986 | 05 May 1986 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 01 Jan 1985 | 31 Dec 1986 |
| MUC | 30 Mar 1988 | 30 Sep 1989 |



A squadron A-6E Intruder; note the flying seabird insignia on the tail.

VA-56

Lineage

Established as Attack Squadron FIFTY SIX (VA-56) on 4 June 1956.

Disestablished on 31 August 1986. The first squadron to be assigned the VA-56 designation.

Squadron Insignia and Nickname

The squadron's insignia was officially approved by CNO on 25 March 1957. A boomerang with a speed



The squadron's stylized insignia is an example of an excellent design that remained viable throughout the squadron's 30 years of history and numerous aircraft changes.

arrow and electron rings represented the squadron's capabilities as a jet attack squadron with modern electronic equipment. The circular insignia had a gold circumference outlined in dark blue, with a white background; a yellow boomerang outlined in dark blue and with white racing strips; dark blue speed arrow and stars; and the electron rings and banner letter-

ing were black with a white banner outlined in dark blue and gold.

Nickname: Boomerangs, 1957-circa 1958.

Champions, circa 1958-1986.

Chronology of Significant Events

25-31 Oct 1961: VA-56 participated in Operation Crosstie with HMS *Victorious* (R-38), conducting flight operations from the deck of *Victorious* to evaluate the compatibility of USN/RN aircraft, armament, and handling facilities.

16 Jul-15 Sep 1962: The squadron was embarked in *Constellation* (CVA 64) during her transit from the East Coast, via Cape Horn, to her new home port on the West Coast.

Jul 1964: VA-56's A-4E Skyhawks participated in special Yankee Team operations, providing aerial refueling support and experimenting with the tactic of employing A-4Es as armed escorts for the RF-8 and RA-3 reconnaissance aircraft flying missions over Laos and South Vietnam to detect Communist military presence and operations.

2-4 Aug 1964: During a Desoto Patrol mission (intelligence collection missions begun in 1962) *Maddox* (DD 731) was attacked by three motor torpedo boats on 2 August off the coast of North Vietnam. Following this incident, the squadron flew sorties in support of the destroyers on Desoto Patrol.

5 Aug 1964: VA-56's Skyhawks participated in Pierce Arrow, retaliatory strikes against the North Vietnamese. Along with other aircraft from CVW-5, they were part of the first sortie that struck the antiaircraft gun emplacements at the Vinh oil storage facility. Ninety percent of the complex was destroyed by the sorties flown against this facility. The squadron also participated in strikes against the Ben Thuy naval base, resulting in the sinking and destruction of several torpedo boats.

10-29 Oct, 1-5 and 22-28 Nov 1964: The squadron continued to participate in special Yankee Team operations off the coast of Vietnam.

7 Feb 1966: Lieutenant Commander Render Crayton was awarded the Silver Star (in absentia) for his actions while engaged in a combat mission over North Vietnam.

10 Jun 1967: The squadron's commanding officer, Commander Sherman, failed to return from a strike in North Vietnam and is now listed as missing in action, presumed dead.

Jan-Feb 1968: While embarked in *Enterprise* (CVAN 65) and en route to Yankee Station, the carrier was ordered to the Sea of Japan for operations following the seizure of *Pueblo* (AGER 2) by the North Koreans on 23 January.

19 Jun 1968: Lieutenant Commander Crater received the Silver Star for his actions in coordinating the successful night rescue of a downed F-4 crewman in North Vietnam. This action was part of the rescue operations in which Lieutenant Lassen, a helicopter pilot and not a member of VA-56, received the Medal of Honor for his exploits.

1 Nov 1968: The squadron's last A-4E Skyhawk was transferred and training began for the transition to the A-7 Corsair II.

May 1972: On 12 May *Midway* (CVA 41), with VA-56 embarked, shifted its operations from the area of An Loc, South Vietnam to targets in North Vietnam. It participated in the mining and interdiction of Haiphong Harbor and North Vietnam's extensive coastal waterway system. This was an extension of operation Pocket Money which was initiated on 9 May by squadrons from *Kitty Hawk* (CVA 63) and *Coral Sea* (CVA 43). It also participated in operation Linebacker I, the concentration of heavy strikes against targets in North Vietnam to interdict the flow of supplies into the country and reduce its ability to prosecute the war. Linebacker I operations lasted until 22 October.

29-30 Apr 1975: *Midway*, including elements of VA-56, participated in operation Frequent Wind, the evacuation of American citizens from Saigon, South Vietnam.

Aug 1976: VA-56, embarked in *Midway*, operated in Korean waters following the killing of two American officers in the DMZ by the North Koreans.

Apr–May 1979: *Midway*, with VA-56 embarked, deployed to the Gulf of Aden to relieve *Constellation* (CV 64) and maintain a U.S. carrier presence following the out break of fighting between North and South Yemen and the fall of the Shah of Iran.

Oct 1979: As a response to anti-American demonstrations in Iran, *Midway* and its air wing, including VA-56, were ordered to deploy to the Indian Ocean for the second time in 1979.

Nov 1979–Feb 1980: Following the Iranian seizure of the American Embassy in Teheran and the taking of American hostages on 4 November, *Midway* proceeded to the Gulf of Oman and remained on station until relieved in early February 1980.

May–Jun 1980: *Midway*, with VA-56 embarked, operated off the coast of Korea due to the civil unrest in South Korea and the massacre of several hundred people in the town of Kwangju.

May 1986: The squadron was reassigned to NAS Lemoore as a result of the change in CVW-5's composition from A-7 and F-4 aircraft to FA-18A. It began the transfer of its personnel and aircraft in preparation for the disestablishment of the squadron on 31 August.



A flight of squadron F9F-8 Cougars that deployed aboard Bon Homme Richard's (CVA 31) 1957 WestPac cruise.

Home Port Assignments

| | Location Assignment Date |
|-------------------------------------|--------------------------|
| NAS Miramar | 04 Jun 1956 |
| NAS Lemoore | 30 Jun 1961 |
| NS Yokosuka/ <i>Midway</i> (CV 41)* | 30 Jun 1973 |
| NAS Lemoore | May 1986 |

* Under the Overseas Home Port Program, VA-56 and CVW-5 were permanently based aboard *Midway* (CV 41) and home ported with the carrier at Naval Station Yokosuka, Japan. The home port was officially changed on 30 June 1973. However, *Midway* did not arrive in Japan until 5 October. Elements of VA-56, when not operating from *Midway*, were based ashore at NAF Atsugi or Misawa, Japan.

Commanding Officers

| | Date Assumed Command |
|----------------------------|----------------------|
| CDR Richard O. Devine | 04 Jun 1956 |
| CDR C. G. Mitchell | 31 Dec 1957 |
| LCDR R. L. Walker | 10 Dec 1958 |
| CDR R. McBride | 05 Dec 1959 |
| CDR W. H. Hoover | 06 Jan 1961 |
| CDR James A. Homyak | 31 Jan 1962 |
| CDR Donald L. Campbell | 17 Mar 1963 |
| CDR Wesley L. McDonald | 10 Feb 1964 |
| CDR William G. Nealon | 23 Mar 1965 |
| CDR Carl Ray Smith, Jr. | 28 Feb 1966 |
| CDR Peter W. Sherman | 17 Mar 1967 |
| CDR Ernest R. Seymour | 14 Jun 1967 |
| CDR John L. Nicholson, Jr. | 31 Jul 1968 |
| CDR Joseph E. Potosnak | 11 Dec 1969 |
| CDR John W. Weed | Oct 1970 |
| CDR Neil L. Harvey | 21 Aug 1971 |
| CDR Walter Lewis Chatham | 02 Aug 1972 |
| CDR Charles G. Andres | 03 Aug 1973 |
| CDR Ronald N. Artim | 30 Jul 1974 |
| CDR Gary L. Starbird | 26 Sep 1975 |
| CDR Robert E. Smith | 19 Dec 1976 |
| CDR Roger P. Flower | 30 Mar 1978 |
| CDR Leon C. Bryant | 19 Jun 1979 |
| CDR Charles S. Mitchell IV | 22 Aug 1980 |
| CDR Edwin E. Shipe III | 28 Dec 1981 |
| CDR Garold S. McDaniel | 22 Mar 1983 |
| CDR Paul R. Statskey | 25 Jul 1984 |
| CDR J. R. Hutchison | 24 Jan 1986 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| F9F-3 | Jun 1956 |
| F9F-8B | Jul 1956 |
| F9F-8 | Oct 1956 |
| FJ-4B | 29 May 1958 |
| A4D-1 | 23 Dec 1958 |
| A4D-2/A-4B* | Apr 1959 |
| A-4E | 15 Jul 1963 |
| A-4C | 23 Jul 1966 |
| A-4E | 18 Aug 1967 |
| A-7B | Jan 1969 |
| A-7A | Mar 1973 |
| A-7E | 24 Apr 1977 |

* The A4D-2 designation was changed to A-4B in 1962.



A squadron A-4C Skyhawk with Enterprise markings, 1966.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 12 Jul 1957 | 09 Dec 1957 | CVG-5 | CVA 31 | F9F-8 | WestPac |
| 06 Mar 1960 | 10 Oct 1960 | CVG-5 | CVA 14 | A4D-2 | WestPac |
| 10 May 1961 | 15 Jan 1962 | CVG-5 | CVA 14 | A4D-2 | WestPac |
| 03 Jan 1963 | 15 Jul 1963 | CVG-5 | CVA 14 | A-4B | WestPac |
| 14 Apr 1964 | 15 Dec 1964 | CVW-5 | CVA 14 | A-4E | WestPac/Vietnam |
| 28 Sep 1965 | 13 May 1966 | CVW-5 | CVA 14 | A-4E | WestPac/Vietnam |
| 19 Nov 1966 | 06 Jul 1967 | CVW-9 | CVAN 65 | A-4C | WestPac/Vietnam |
| 03 Jan 1968 | 18 Jul 1968 | CVW-9 | CVAN 65 | A-4E | WestPac/Vietnam |
| 14 Oct 1969 | 01 Jun 1970 | CVW-2 | CVA 61 | A-7B | WestPac/Vietnam |
| 16 Apr 1971 | 06 Nov 1971 | CVW-5 | CVA 41 | A-7B | WestPac/Vietnam |
| 10 Apr 1972 | 03 Mar 1973 | CVW-5 | CVA 41 | A-7B | WestPac/Vietnam |
| 11 Sep 1973 | 05 Oct 1973 | CVW-5 | CVA 41 | A-7A | WestPac* |
| 26 Nov 1973 | 22 Dec 1973 | CVW-5 | CVA 41 | A-7A | WestPac |
| 29 Jan 1974 | 06 Mar 1974 | CVW-5 | CVA 41 | A-7A | WestPac |
| 18 Oct 1974 | 20 Dec 1974 | CVW-5 | CVA 41 | A-7A | WestPac |
| 13 Jan 1975 | 18 Feb 1975 | CVW-5 | CVA 41 | A-7A | WestPac |
| 31 Mar 1975 | 29 May 1975 | CVW-5 | CVA 41 | A-7A | WestPac |
| 04 Oct 1975 | 19 Dec 1975 | CVW-5 | CV 41 | A-7A | WestPac/IO |
| 13 Mar 1976 | 26 Apr 1976 | CVW-5 | CV 41 | A-7A | WestPac |
| 19 May 1976 | 22 Jun 1976 | CVW-5 | CV 41 | A-7A | WestPac |
| 09 Jul 1976 | 04 Aug 1976 | CVW-5 | CV 41 | A-7A | WestPac |
| 01 Nov 1976 | 17 Dec 1976 | CVW-5 | CV 41 | A-7A | WestPac |
| 11 Jan 1977 | 01 Mar 1977 | CVW-5 | CV 41 | A-7A | WestPac |
| 19 Apr 1977 | 02 Sep 1977 | CVW-5 | CV 41 | A-7E | WestPac† |

Major Overseas Deployments—Continued

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 27 Sep 1977 | 21 Dec 1977 | CVW-5 | CV 41 | A-7E | WestPac/IO |
| 11 Apr 1978 | 23 May 1978 | CVW-5 | CV 41 | A-7E | WestPac |
| 09 Nov 1978 | 23 Dec 1978 | CVW-5 | CV 41 | A-7E | WestPac |
| 11 Jan 1979 | 20 Feb 1979 | CVW-5 | CV 41 | A-7E | WestPac |
| 07 Apr 1979 | 18 Jun 1979 | CVW-5 | CV 41 | A-7E | IO |
| 20 Aug 1979 | 14 Sep 1979 | CVW-5 | CV 41 | A-7E | WestPac |
| 30 Sep 1979 | 20 Feb 1980 | CVW-5 | CV 41 | A-7E | IO |
| 14 Jul 1980 | 26 Nov 1980 | CVW-5 | CV 41 | A-7E | WestPac/IO |
| 23 Feb 1981 | 05 Jun 1981 | CVW-5 | CV 41 | A-7E | WestPac/IO |
| 26 Jun 1981 | 16 Jul 1981 | CVW-5 | CV 41 | A-7E | WestPac |
| 03 Sep 1981 | 06 Oct 1981 | CVW-5 | CV 41 | A-7E | WestPac |
| 26 Apr 1982 | 18 Jun 1982 | CVW-5 | CV 41 | A-7E | WestPac |
| 14 Sep 1982 | 11 Dec 1982 | CVW-5 | CV 41 | A-7E | NorPac/WestPac |
| 02 Jun 1983 | 13 Aug 1983 | CVW-5 | CV 41 | A-7E | WestPac |
| 25 Oct 1983 | 11 Dec 1983 | CVW-5 | CV 41 | A-7E | WestPac |
| 28 Dec 1983 | 23 May 1984 | CVW-5 | CV 41 | A-7E | IO |
| 15 Oct 1984 | 12 Dec 1984 | CVW-5 | CV 41 | A-7E | WestPac |
| 01 Feb 1985 | 14 Oct 1985 | CVW-5 | CV 41 | A-7E | IO/WestPac |
| 15 Nov 1985 | 12 Dec 1985 | CVW-5 | CV 41 | A-7E | WestPac |
| 17 Jan 1986 | 30 Mar 1986 | CVW-5 | CV 41 | A-7E | WestPac |

* The squadron and *Midway* (CVA 41) arrived at their new home port, Naval Station Yokosuka, Japan. Since the squadron was permanently forward deployed all future deployments for the squadron will cover only those operations outside the home waters of Japan. The squadron returned to CONUS in May 1986, ending its overseas basing assignment.

† The squadron was shorebased at NAS Cubi Point during the latter part of April to August 1977 undergoing transitional training in the A-7E.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-5/ CVW-5* | S/NF† | 04 Jun 1956 |
| CVW-9 | NG | 01 Jul 1966 |
| COMFAIRALAMEDA | | Oct 1968 |
| CVW-2 | NE | 09 Jun 1969 |
| CVW-5 | NF | 01 Jun 1970 |

* Carrier Air Groups were redesignated Carrier Air Wings on 20 December 1963, hence, CVG-5 became CVW-5.

† CVG-5's tail code was changed from S to NF in 1957. The effective date was most likely the beginning of FY 58 (1 July 1957).

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> |
|-------------------|--|
| | 21 Nov 1964 28 Nov 1964 |
| | 10 Jan 1970 13 Jan 1970 |
| | 12 Apr 1970 13 Apr 1970 |
| | 29 Apr 1975 30 Apr 1975 |
| HSM | 29 Apr 1975 30 Apr 1975 |
| MUC | 27 Oct 1969 12 May 1970 |
| | 07 May 1971 28 Oct 1971 |
| | 01 Jan 1978 20 May 1979 |
| | 13 Nov 1979 08 Feb 1980 |
| | 27 Jul 1982 01 May 1984 |
| NEM | 15 Apr 1979 06 Jun 1979 |
| | 21 Nov 1979 07 Feb 1980 |
| | 19 Aug 1980 13 Nov 1980 |
| | 12 Mar 1981 19 May 1981 |
| NUC | 02 Aug 1964 05 Aug 1964 |
| | 18 Dec 1966 20 Jan 1967 |
| | 14 Jan 1968 26 Jun 1968 |
| | 29 Apr 1975 30 Apr 1975 |
| | 01 Jan 1978 30 Jun 1979 |
| PUC | 30 Apr 1972 09 Feb 1973 |
| RVNGC | 30 Mar 1972 15 Jul 1972 |
| VNSM | 05 Nov 1965 01 Dec 1965 |
| | 22 Dec 1965 14 Jan 1966 |
| | 22 Jan 1966 16 Feb 1966 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> |
|-------------------|--|
| NAVE | 01 Jul 1959 30 Jun 1960 |
| | 01 Jul 1977 31 Dec 1978 |
| AFEM | 26 Sep 1961 30 Sep 1961 |
| | 27 Sep 1961 01 Oct 1961 |
| | 10 Oct 1961 14 Oct 1961 |
| | 16 Oct 1961 17 Oct 1961 |
| | 02 Aug 1964 05 Aug 1964 |
| | 11 Aug 1964 22 Sep 1964 |
| | 07 Oct 1964 29 Oct 1964 |
| | 02 Nov 1964 06 Nov 1964 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> |
|-------------------|--|
| 06 Mar 1966 | 31 Mar 1966 |
| 10 Apr 1966 | 21 Apr 1966 |
| 17 Dec 1966 | 17 Jan 1967 |
| 31 Jan 1967 | 03 Mar 1967 |
| 20 Mar 1967 | 18 Apr 1967 |
| 28 Apr 1967 | 26 May 1967 |
| 04 Jun 1967 | 21 Jun 1967 |
| 21 Feb 1968 | 17 Mar 1968 |
| 26 Mar 1968 | 24 Apr 1968 |
| 11 Jun 1972 | 07 Jul 1972 |
| 16 Jul 1972 | 13 Aug 1972 |
| 23 Aug 1972 | 10 Sep 1972 |
| 23 Oct 1972 | 23 Nov 1972 |
| 03 Dec 1972 | 22 Dec 1972 |
| 31 Dec 1972 | |
| 04 Jan 1973 | 24 Jan 1973 |
| 30 Apr 1968 | 21 May 1968 |
| 30 May 1968 | 27 Jun 1968 |
| 07 Jan 1969 | 30 Jan 1969 |
| 15 Feb 1969 | 16 Mar 1969 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> |
|-------------------|--|
| 04 Apr 1969 | 17 Apr 1969 |
| 16 Nov 1969 | 07 Dec 1969 |
| 17 Dec 1969 | 12 Jan 1970 |
| 29 Jan 1970 | 18 Feb 1970 |
| 27 Feb 1970 | 30 Mar 1970 |
| 16 Apr 1970 | 14 May 1970 |
| 17 May 1971 | 09 Jun 1971 |
| 29 Jun 1971 | 20 Jul 1971 |
| 31 Jul 1971 | 17 Aug 1971 |
| 26 Sep 1971 | 11 Oct 1971 |
| 01 May 1972 | 01 Jun 1972 |
| 11 Jun 1972 | 07 Jul 1972 |
| 16 Jul 1972 | 13 Aug 1972 |
| 23 Aug 1972 | 10 Sep 1972 |
| 23 Oct 1972 | 23 Nov 1972 |
| 03 Dec 1972 | 22 Dec 1972 |
| 31 Dec 1972 | |
| 04 Jan 1973 | 24 Jan 1973 |
| 03 Feb 1973 | 09 Feb 1973 |



A flight of squadron A-7 Corsair IIs, 1973.

SECOND VA-64

Lineage

Established as Attack Squadron SIXTY FOUR (VA-64) on 1 July 1961.

Disestablished on 7 November 1969. The second squadron to be assigned the VA-64 designation.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 26 December 1961. Colors for the insignia were: a



The Black Lancers' insignia.

white background outlined in black; the knight's helmet was black with white markings and red plumage; and the scrolls had a white background, outlined in black, with black lettering.

Nickname: Black Lancers, circa 1961–1969.

Chronology of Significant Events

17 Feb–17 Jun 1962: VA-64 Det 48, formed to provide an air defense capability for Carrier Anti-Submarine Air Groups, deployed aboard *Wasp* (CVS 18) for a North Atlantic cruise. The detachment's designation was changed to VA-64 Det 18B in April 1962. Lieutenant Commander E. D. Herbert was officer-in-charge of the detachment during the cruise.

Oct–18 Nov 1962: The squadron was embarked in *Independence* (CVA 62) operating in the Caribbean Sea in support of the Cuban quarantine.

18 Nov–5 Dec 1962: On 18 November, in an unusual at-sea evolution, VA-64 switched places with VA-34 and embarked in *Enterprise* (CVAN 65). The complements of both squadrons were lifted between carriers by helicopters. Following the transfer the squadron continued to operate in the Caribbean as part of the Cuban quarantine.

Mar 1964: The squadron conducted operations in the vicinity of Cyprus during a conflict between Turkish and Greek Cypriots.

31 Jul–3 Oct 1964: The squadron participated in operation Sea Orbit, the first circumnavigation of the world by a nuclear task force. The sixty-five day voyage was accomplished without logistic replenishment. The squadron participated in numerous air power demonstrations during the voyage.

8 Jun 1967: VA-64's aircraft were part of an Air Wing 6 strike group that was launched to defend *Liberty* (AGTR 5) when she came under attack by the Israelis. When word was received that the attack had been a mistake on the part of the Israelis the aircraft were recalled.

Nov 1968: The squadron provided an A-4C, two pilots and seven enlisted personnel to augment the VSF-1 detachment aboard *Wasp*. The detachment provided the ship with a day time air defense capability.

Home Port Assignments

| Location | Assignment Date |
|-----------------|-----------------|
| NAS Oceana | 01 Jul 1961 |
| NAS Cecil Field | 15 Feb 1965 |

Commanding Officers

| | Date Assumed Command |
|--------------------------|----------------------|
| LCDR Paul A. Anderson | 01 Jul 1961 |
| CDR R. A. Uhwat | 31 May 1962 |
| CDR F. E. Babineau | 20 Jun 1963 |
| CDR David E. Scherrer | 28 Jun 1964 |
| CDR Max D. Barr | 12 Jun 1965 |
| CDR James E. Kneale | 07 Jun 1966 |
| CDR Keith C. Spayde, Jr. | 12 Jun 1967 |
| CDR Jerald W. Bucklin | 29 May 1968 |
| CDR Stuart T. Meredith | 1969 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| A4D-2N/A-4C* | 18 Jul 1961 |
| A4D-2† | 28 Dec 1961 |

* The A4D-2N was redesignated A-4C in 1962.

† The A4D-2 was used by VA-64 Detachment 48.

Major Overseas Deployments—Continued

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 06 Feb 1963 | 04 Sep 1963 | CVG-6 | CVAN 65 | A-4C | Med |
| 08 Feb 1964 | 03 Oct 1964 | CVW-6 | CVAN 65 | A-4C | Med/World Cruise |
| 30 Nov 1965 | 10 Jul 1966 | CVW-6 | CVA 66 | A-4C | Med |
| 10 Jan 1967 | 20 Sep 1967 | CVW-6 | CVA 66 | A-4C | Med |
| 30 Apr 1968 | 27 Jan 1969 | CVW-7 | CVA 62 | A-4C | Med |
| 03 Sep 1969 | 09 Oct 1969 | CVW-7 | CVA 62 | A-4C | NorLant |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-6 | AF | 01 Jul 1961 |
| CVG-1 | AB | 08 Feb 1962 |
| COMFAIRNORFOLK | | 31 Jul 1962 |
| CVG-7 | AG | 01 Oct 1962 |
| CVG-6/CVW-6* | AF/AE* | 18 Nov 1962 |
| CVW-7 | AG | 16 Oct 1967 |

* CVG-6 was redesignated CVW-6 when all Carrier Air Group (CVG) designations were changed to Carrier Air Wings (CVW) on 20 December 1963. Sometime in the latter part of 1962 CVG-6's tail code was changed from AF to AE.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| AFEM | 24 Oct 1962 | 20 Nov 1962 |



A squadron A-4C Skyhawk is prepared for launch from America (CVA 66) in 1965.

SECOND VA-65

Lineage

Established as Torpedo Squadron SEVENTY FOUR (VT-74) on 1 May 1945.

Redesignated Attack Squadron TWO B (VA-2B) on 15 November 1946.

Redesignated Attack Squadron TWENTY FIVE (VA-25) on 1 September 1948.

Redesignated Attack Squadron SIXTY FIVE (VA-65) on 1 July 1959.

Disestablished on 31 March 1993. The second squadron to be assigned the VA-65 designation.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO



The beast was the squadron's first insignia. It was designed by the squadron when they were flying the SB2C, nicknamed the "Beast."

on 9 August 1945. During the time when the squadron's insignia was approved, VT-74 was flying the SB2C which was nicknamed the Beast. Consequently, the squadron's insignia took on the shape of a beast riding a torpedo. There is no record of the colors used for this insignia.



Following the squadron's redesignation as an attack squadron, the knight chess piece insignia was approved.



The squadron's last insignia, the prowling tiger, was in use for over 40 years and was a well-known insignia in naval aviation.

After VT-74 was redesignated VA-2B, it continued to use the old insignia until 17 April 1947 when CNO approved a new insignia for the squadron. The insignia adopted by VA-2B reflected the squadron's new attack mission. The horsehead chess piece was designed to relate the squadron's power to that of a medieval knight and the fleur-de-lis represented integrity. Colors for the insignia were: a yellow background; red scroll with yellow lettering, black banner with a black and white pole; white knight with a yellow collar; a white lightning bolt; and the Fleur-de-lis was red with a black band.

The Knight insignia continued as the official insignia for the squadron following its redesignation to VA-25 on 1 September 1948. A new insignia for VA-25 was approved by CNO on 4 April 1950. The new insignia was a front view of a tiger on the prowl. Colors were: yellow background; brown tiger with green eyes, and white teeth, whiskers and claws; and a red tongue and mouth. When VA-25 was redesignated VA-65 in 1959 the tiger insignia was retained and remained VA-65's insignia until its disestablishment.

Nickname: Tigers, 1950–1993.

Chronology of Significant Events

7 Nov 1945: Squadron embarked in *Midway* (CVB 41) for her shakedown cruise. The squadron had originally been established for the purpose of being part of the *Midway* Air Group.

Jul-Aug 1948: The squadron participated in operation CAMID III, close air support for amphibious landings. During this operation the squadron became the first VA unit in the Atlantic Fleet to fire Tiny Tim rockets.

1-20 Jun 1961: Following a four-hour notice for an emergency deployment, VA-65 deployed to the Caribbean Sea aboard *Intrepid* (CVA 11) due to unsettled conditions in the Dominican Republic following the assassination of General Trujillo.

3 Aug-11 Oct 1962: VA-65 was aboard for the maiden cruise of the world's first nuclear powered aircraft carrier, *Enterprise* (CVAN 65), during her deployment to the Mediterranean Sea.

19 Oct-6 Dec 1962: VA-65 was back at sea aboard *Enterprise* one week after returning from a Med cruise and headed for the Caribbean Sea due to the Cuban missile crisis. The squadron participated in the naval quarantine of Cuba.

31 Jul-3 Oct 1964: The squadron participated in Operation Sea Orbit as part of CVW-6 aboard *Enterprise*. This operation was an around-the-world voyage of a task force composed of all nuclear powered ships. The sixty-five day cruise was accomplished without logistic support, which demonstrated the capability of these ships to steam to any area in the world and project power without support.

15 Jun 1966: VA-65 conducted its first combat sortie.

1 Jul 1966: VA-65's aircraft joined other CVW-15 aircraft in attacking and sinking three North Vietnamese patrol vessels that were approaching *Coontz* (DLG 9) at high speed.

25-31 Oct 1966: Due to the inclement weather, the squadron's all-weather A-6As were used to the maximum. During this period VA-65 flew 37 percent of all Yankee Team sorties in North Vietnam.

29 Jul 1967: VA-65 personnel were among those killed or injured when a flight deck explosion and fire occurred on *Forrestal* (CVA 59) during operations on Yankee Station.

Jul-Dec 1967: Due to the fire on the *Forrestal* and her departure from combat duty on Yankee Station, VA-65 sent a detachment (Det-64) to the *Constellation* (CVA 64) to augment VA-196 for the remainder of the ship's 1967 combat tour in Vietnam.

May-Jun 1969: *Kitty Hawk* (CVA 63), with VA-65 aboard, relieved *Enterprise* in the Sea of Japan. *Enterprise* had been ordered to operate in the area as a result of the shoot down in April of an unarmed Navy EC-121 reconnaissance aircraft by North Korean MiGs. VA-65 conducted operations in the area during this two month period.

9 Sep-5 Oct 1970: VA-65 operated from *Independence* (CVA 62) on Bravo Station off the coast of Israel as a result of the crisis in Jordan and the hijacking of three commercial airliners.

7 Oct-3 Nov & 9-21 Nov 1973: After the outbreak of the Yom Kippur War (Arab-Israeli War of 1973), VA-65 operated from *Independence* in an area southwest of Crete and provided tanker support to fighter aircraft escorting Air Force One on Secretary of State Kissinger's mission to Israel as well as tanker support for A-4 Skyhawks being ferried to Israel from the United States.

4-22 Aug 1974: *Independence*, with VA-65 embarked, operated between Crete and Cyprus in response to the crisis in Cyprus and the death of the American Ambassador to Cyprus at the hands of anti-American demonstrators.

12 Mar 1975: During exercises in the Caribbean Sea, VA-65 conducted cross deck operations with HMS *Ark Royal*.

Nov 1975: During the NATO exercise Ocean Safari in the North Atlantic, the squadron once again conducted cross deck operations with HMS *Ark Royal*.

15 Apr 1980: VA-65 deployed aboard *Dwight D. Eisenhower* (CVN 69) to the Indian Ocean after Iranians took the American Embassy personnel hostage.

22 Dec 1980: VA-65 returned from its deployment that included only one port visit of five days in duration and a total of 246 days at sea.

24 Jun 1982: VA-65 provided support during the evacuation of American and foreign civilians from Beirut, Lebanon.

7 Mar 1985: VA-65 and *Dwight D. Eisenhower* cut short a port visit to Palma, Spain and departed on a high speed transit to the Eastern Mediterranean due to the increased tension in Lebanon. The squadron operated in the vicinity of Lebanon until early April.

1 Sep 1986: VA-65 was assigned to CVW-13 and *Coral Sea* (CV 43) as part of the *Coral Sea* Concept whereby two A-6 Intruder squadrons would be part of the air wing and share a common aircraft maintenance department. The concept was intended to reduce the number of personnel needed to support the squadrons.

29 Sep 1987: VA-65 deployed to the Mediterranean Sea aboard *Coral Sea* as the first Night Vision Goggle (NVG) capable A-6 squadron.

Aug-Sep 1989: *Coral Sea* (CV 43), with VA-65 embarked, was ordered to operate off the coast of Lebanon following terrorist claims to have killed an American hostage, Lieutenant Colonel William R. Higgins, and the capture of Sheik Obeid from Lebanon by Israeli forces. The unstable situation in Lebanon ultimately led to the evacuation of the American Embassy. Squadron aircraft flew missions in support of the evacuation.

Jan-Feb 1990: The squadron was embarked in *Abraham Lincoln* (CVN 72) for her shakedown cruise.

Jan-Feb 1991: The squadron participated in Operation Desert Storm, the liberation of Kuwait from Iraqi forces. Squadron aircraft struck targets in Iraq, Iraqi forces in Kuwait, and Iraqi naval units. The squadron claimed the destruction (sinking) of 22 Iraqi naval vessels during the conflict.

Apr-May 1991: VA-65 participated in Operation Provide Comfort, flying close air support sorties over Northern Iraq in support of the 24th Marine Expeditionary Unit's mission to aid the Kurdish refugees in Iraq.

26 Mar 1993: The squadron held a disestablishment ceremony at NAS Oceana, it was officially disestablished on 31 March 1993.



A rare photo of a squadron SB2C in post-World War II markings. What is even more interesting is the fact that a torpedo squadron was assigned an aircraft designed primarily as a bomber.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-------------------------------|------------------------|
| NAAF Otis Field, Camp Edwards | 01 May 1945 |
| NAS Norfolk | Oct 1945 |
| NAAS Charlestown | Feb 1946 |
| NAAS Oceana | Jun 1946 |
| CGAS Elizabeth City | 20 Nov 1950 |
| NAAS Oceana/NAS Oceana* | 20 Sep 1951 |

* NAAS Oceana was redesignated NAS Oceana on 1 April 1952.

Commanding Officers

| | <i>Date Assumed Command</i> |
|--------------------------------|-----------------------------|
| LCDR Howard U. Bush | 01 May 1945 |
| LCDR John J. Hilton | 05 Oct 1945 |
| LCDR J. C. Micheel | 16 Nov 1946 |
| CDR K. W. Caffey | 09 Apr 1947 |
| CDR Arthur B. Sweet | 11 Jun 1948 |
| LCDR William W. Jones (Acting) | 07 Sep 1949 |
| CDR Arthur M. Ershler | 10 Nov 1949 |
| CDR Ray C. Tylutki | 31 May 1951 |
| LCDR Jean C. Mills | 27 Oct 1952 |
| CDR Thomas H. Stetson | Sep 1953 |
| CDR Roy P. Gee | Feb 1955 |
| CDR William G. Weber | Apr 1956 |
| LCDR John R. O'Neil, Jr. | 25 Nov 1957 |
| CDR Leland B. Cornell | 17 Dec 1957 |
| CDR William D. McNair | 11 Sep 1959 |
| CDR Maurice O. Rishel | 16 Nov 1960 |
| CDR W. F. Offtermatt | 23 Oct 1961 |
| CDR Harry W. Swinburne, Jr. | 19 Oct 1962 |
| CDR William J. Whitney | 04 Jul 1963 |
| CDR Norman E. Larsen | 01 May 1964 |
| CDR William N. Small | 30 Nov 1964 |
| CDR Robert C. Mandeville | 30 Jun 1966 |
| CDR Frank Cramblet | Jun 1967 |
| CDR St. Clair Smith | 14 Jun 1968 |
| CDR Michael F. Andrassy | 16 Jun 1969 |
| CDR Peter B. Easton | 19 Jun 1970 |
| CDR William P. Lyons | 10 Jun 1971 |
| CDR Thomas E. Shanahan | 23 Jun 1972 |
| CDR Paul F. Hollandsworth | 29 Jun 1973 |
| CDR Charles D. Hawkins, Jr. | 25 Jun 1974 |
| CDR George H. Strohsahl, Jr. | 27 Jun 1975 |
| CDR Donald L. Hahn | 14 Sep 1976 |
| CDR William R. Needham | 16 Dec 1977 |
| CDR Herbert A. Browne, Jr. | 23 Mar 1979 |
| CDR Joseph W. Prueher | 20 Jun 1980 |
| CDR Dickey P. Davis | 25 Sep 1981 |
| CDR Robert E. Houser | 07 Dec 1982 |
| CDR William J. Fallon | 03 May 1984 |
| CDR Robert L. Leitzel | 06 Sep 1985 |
| CDR Stephen H. Baker | 13 Feb 1987 |
| CDR Michael C. Vogt | 12 Aug 1988 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|-------------------------|-----------------------------|
| CDR Ralph H. Coon | 23 Feb 1990 |
| CDR Thomas J. Ross | 12 Aug 1991 |
| CDR James K. Stark, Jr. | 04 Sep 1992 |



Squadron AD-6 Skyraiders are directed to the catapult aboard Intrepid (CVA 11) in 1961.

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| SBW-4E | May 1945 |
| SB2C-4E | Jul 1945 |
| SB2C-5 | Feb 1946 |
| TBM-3E | Feb 1946 |
| SBW-5 | 1946 |
| SNJ-4 | Jul 1947 |
| AD-1 | Jul 1947 |
| AD-4 | 01 Dec 1949 |
| AD-6/A-1H* | Oct 1953 |
| A-6A | Mar 1965 |
| A-6B | Dec 1968 |
| KA-6D | 1971† |
| A-6E | 03 May 1972 |

* AD-6 designation changed in 1962 to A-1H.

† The KA-6D was received sometime between April and June 1971.



A squadron A-6A Intruder in flight with a load of bombs, 1970.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 29 Oct 1947 | 11 Mar 1948 | CVBG-1 | CVB 41 | AD-1 | Med |
| 03 May 1949 | 25 Sep 1949 | CVG-2 | CVB 43 | AD-1 | Med |
| 10 Jan 1951 | 18 May 1951 | CVG-6 | CVB 42 | AD-4 | Med |
| 09 Jan 1952 | 05 May 1952 | CVG-6 | CVB 41 | AD-4 | Med |
| 26 Aug 1952 | 08 Oct 1952 | CVG-6 | CVB 41 | AD-4 | NorLant |
| 01 Dec 1952 | 19 May 1953 | CVG-6 | CVA 41 | AD-4 | Med |
| 04 Jan 1954 | 04 Aug 1954 | CVG-6 | CVA 41 | AD-6 | Med |
| 09 Oct 1955 | 30 Apr 1956 | CVG-6 | CVA 39 | AD-6 | Med |
| 03 Sep 1957 | 21 Oct 1957 | CVG-6 | CVA 11 | AD-6 | NorLant |
| 12 Feb 1959 | 30 Aug 1959 | CVG-6 | CVA 11 | AD-6 | Med |
| 04 Aug 1960 | 17 Feb 1961 | CVG-6 | CVA 11 | AD-6 | Med |
| 03 Aug 1961 | 01 Mar 1962 | CVG-6 | CVA 11 | AD-6 | Med |
| 03 Aug 1962 | 11 Oct 1962 | CVG-6 | CVAN 65 | A-1H | Med |
| 19 Oct 1962 | 06 Dec 1962 | CVG-6 | CVAN 65 | A-1H | Carib |
| 06 Feb 1963 | 04 Sep 1963 | CVG-6 | CVAN 65 | A-1H | Med |
| 08 Feb 1964 | 03 Oct 1964 | CVW-6 | CVAN 65 | A-1H | Med/World Cruise |
| 12 May 1966 | 03 Dec 1966 | CVW-15 | CVA 64 | A-6A | WestPac/Vietnam |
| 06 Jun 1967 | 15 Sep 1967 | CVW-17 | CVA 59 | A-6A | WestPac/Vietnam |
| 30 Dec 1968 | 04 Sep 1969 | CVW-11 | CVA 63 | A-6A/B | WestPac/Vietnam |
| 23 Jun 1970 | 31 Jan 1971 | CVW-7 | CVA 62 | A-6A | Med |
| 16 Sep 1971 | 16 Mar 1972 | CVW-7 | CVA 62 | A-6A/KA-6D | NorLant/Med |
| 21 Jun 1973 | 19 Jan 1974 | CVW-7 | CV 62 | A-6E/KA-6D | Med |
| 19 Jul 1974 | 21 Jan 1975 | CVW-7 | CV 62 | A-6E/KA-6D | Med |
| 15 Oct 1975 | 05 May 1976 | CVW-7 | CV 62 | A-6E/KA-6D | NorLant/Med |
| 31 Mar 1977 | 21 Oct 1977 | CVW-7 | CV 62 | A-6E/KA-6D | Med |
| 16 Jan 1979 | 13 Jul 1979 | CVW-7 | CVN 69 | A-6E/KA-6D | Med |
| 15 Apr 1980 | 22 Dec 1980 | CVW-7 | CVN 69 | A-6E/KA-6D | IO |
| 20 Aug 1981 | 07 Oct 1981 | CVW-7 | CVN 69 | A-6E/KA-6D | NorLant |
| 05 Jan 1982 | 13 Jul 1982 | CVW-7 | CVN 69 | A-6E/KA-6D | Med |
| 27 Apr 1983 | 02 Dec 1983 | CVW-7 | CVN 69 | A-6E/KA-6D | Med |
| 08 May 1984 | 20 Jun 1984 | CVW-7 | CVN 69 | A-6E/KA-6D | Carib/NorLant |
| 10 Oct 1984 | 08 May 1985 | CVW-7 | CVN 69 | A-6E/KA-6D | Med |
| 08 Jul 1985 | 22 Aug 1985 | CVW-7 | CVN 69 | A-6E/KA-6D | Carib |
| 29 Sep 1987 | 28 Mar 1988 | CVW-13 | CV 43 | A-6E | Med |
| 31 May 1989 | 30 Sep 1989 | CVW-13 | CV 43 | A-6E | Med |
| 28 Dec 1990 | 28 Jun 1991 | CVW-8 | CVN 71 | A-6E | Med/Red Sea/ Persian Gulf |



A KA-6D from VA-65 refuels an RA-5C Vigilante, 1971.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-74 | | 01 May 1945 |
| CVBG-1* | M | 15 Nov 1946 |
| CVG-2† | M | 01 Sep 1948 |
| CVG-6 | C | Aug 1950 |
| CVG-6 | AF‡ | |
| CVG-6/CVW-6§ | AE§ | |
| RCVW-4 | AD | 01 Jan 1965 |
| COMFAIRNORFOLK | | 05 Jun 1965 |
| CVW-15 | NL | 20 Feb 1966 |
| COMFAIRNORFOLK | | 03 Dec 1966 |
| CVW-17 | AA | 22 Dec 1966 |
| COMFAIRNORFOLK | | 15 Sep 1967 |
| CVW-11 | NH | 1968 |
| COMFAIRNORFOLK | | Sep 1969 |
| CVW-7 | AG | Feb 1970 |
| CVW-13 | AK | 01 Sep 1986 |
| CVW-8 | AJ | 30 Oct 1989 |

* CVG-74 was redesignated CVBG-1 on 15 November 1946.

† CVBG-1 was redesignated CVG-2 on 1 September 1948.

‡ CVG-6's tail code was changed from C to AF in the latter part of 1957. The effective date was most likely the beginning of FY 58 (1 July 1957).

§ CVG-6's tailcode was changed from AF to AE sometime in the latter part of 1962. Carrier Air Groups (CVG) were redesignated Carrier Air Wings (CVW) on 20 December 1963, hence, CVG-6 became CVW-6.

Unit Awards

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NAVE | 1948 | 1948* |
| | 01 Jul 1951 | 30 Jun 1952 |
| | 01 Jul 1959 | 30 Jun 1960 |
| | 1967 | 1967† |
| | 01 Oct 1977 | 30 Sep 1978 |
| | 01 Oct 1979 | 30 Sep 1980 |
| | 01 Jan 1984 | 31 Dec 1984 |

Unit Awards—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| AFEM | 01 Jan 1991 | 31 Dec 1991 |
| | 24 Oct 1962 | 21 Nov 1962 |
| | 15 May 1969 | |
| | 25 May 1969 | 27 May 1969 |
| | 05 Jun 1969 | |
| | 07 Jun 1969 | 15 Jun 1969 |
| | 25 Jun 1969 | |
| | 06 Jun 1983 | 14 Jun 1983 |
| | 27 Jul 1983 | 30 Aug 1983 |
| | 01 Sep 1983 | 19 Oct 1983 |
| MUC | 27 Oct 1983 | 20 Nov 1983 |
| | 09 Sep 1970 | 05 Oct 1970 |
| | 30 Mar 1988 | 30 Sep 1989 |
| | 29 Apr 1980 | 16 Jul 1980 |
| NEM | 22 Jul 1980 | 08 Dec 1980 |
| | 25 May 1983 | 27 May 1983 |
| NUC | 15 Jan 1969 | 27 Aug 1969 |
| | 29 Apr 1980 | 10 Dec 1980 |
| VNSM | 21 Jul 1983 | 20 Nov 1983 |
| | 27 Oct 1984 | 24 Apr 1985 |
| | 17 Jan 1991 | 07 Feb 1991 |
| | 14 Jun 1966 | 13 Jul 1966 |
| | 27 Jul 1966 | 31 Aug 1966 |
| | 08 Sep 1966 | 01 Oct 1966 |
| | 19 Oct 1966 | 09 Nov 1966 |
| | 23 Jul 1967 | 30 Jul 1967 |
| | 12 Aug 1967 | |
| | 27 Jan 1969 | 01 Mar 1969 |
| KLM | 12 Mar 1969 | 05 Apr 1969 |
| | 17 Apr 1969 | 10 May 1969 |
| | 28 Jun 1969 | 15 Jul 1969 |
| | 27 Jul 1969 | 16 Aug 1969 |
| | 7 Jan 1991 | 28 Feb 1991 |
| | 14 Jan 1991 | 20 Apr 1991 |
| | 05 Apr 1991 | 16 Jul 1991 |
| | | |
| | | |
| | | |
| SASM | | |
| | | |
| JMUC | | |
| | | |

* The award covers the competitive year 1948.

† The award covers the competitive year 1967.



A British Victor tanker refuels a squadron KA-6D Intruder and an F-4 Phantom II. Note the refueling line and basket being trailed by the squadron's KA-6D.

SECOND VA-66

Lineage

Reserve Fighter Squadron SIX SEVENTY ONE (VF-671) was called to active duty on 1 February 1951.

Redesignated Fighter Squadron EIGHTY ONE (VF-81) on 4 February 1953.

Redesignated Attack Squadron SIXTY SIX (VA-66) on 1 July 1955.

Disestablished on 1 October 1986. The second squadron to be assigned the VA-66 designation. A VA-66 detachment continued in existence until 31 March 1987.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 28 September 1953. No description or photograph of it is available in the squadron records.



The official records do not contain a copy of the squadron's first insignia. However, the second insignia, a rooster toting a machine gun, is a well-known design in naval aviation.

The squadron's second insignia was approved by CNO on 25 January 1955. This insignia, a rooster toting a machine gun, became a well known design during the next three decades. Colors for the insignia were: a black background outlined in red; the rooster was red with black markings; his feet and beak were yellow, as well as the life vest; the face, hands and neck were white with black markings

and he had black eyes; his claws and spurs were gray; the machine gun was gray with black markings and white smoke trailing from the barrel; and the banner was white, outlined in black and with black letters. The insignia continued in use following the squadron's redesignation on 1 July 1955.

Nickname: Waldomen, circa 1950s-early 1960s.

Waldos, circa early 1960s-1987.

Chronology of Significant Events

Jan-Feb 1953: VF-81, with its F9F-5s, participated in operational tests aboard the Navy's first angled deck carrier, *Antietam* (CVA 36).

Apr 1954: VF-81 became the first operational fleet squadron to receive and operate the F7U Cutlass.

27 May 1959: During the squadron's deployment to the Mediterranean Sea, the commanding officer, Commander McNeil, was killed in an aircraft accident during a practice Carrier Controlled Approach.

14 Aug 1962: The squadron participated in cross deck operations aboard the British carrier HMS *Hermes* (R-12).

Oct-Dec 1962: While embarked in *Enterprise* (CVAN 65), the squadron participated in the Cuban Blockade.

31 Jul-3 Oct 1964: *Enterprise* (CVAN 65), with VA-66 embarked, participated in operation Sea Orbit, the first circumnavigation of the world by a nuclear task force. The sixty-five day voyage was accomplished without replenishment. The squadron participated in numerous air power demonstrations during the voyage.

8 Jun 1967: VA-66's aircraft were part of an Air Wing 6 strike group that was launched to defend *Liberty* (AGTR 5) when she came under attack by the Israelis during the 1967 Israeli-Arab War. When word was received that the attack had been a mistake on the part of the Israelis, the aircraft were recalled.

Jun 1970: VA-66, embarked in *Forrestal* (CVA 59), operated in the Eastern Mediterranean after Americans were taken hostage by the Popular Front for the Liberation of Palestine in Amman, Jordan.

Oct-Nov 1973: Embarked on *Independence* (CV 62), the squadron operated south of Crete during the Arab-Israeli War.

Aug 1974: *Independence* (CV 62) relieved *America* (CV 66) off Cyprus following a coup on the island. During the crisis the American Ambassador was killed and anti-American demonstrations took place which led to the evacuation of U.S. citizens to American vessels.

15 Apr 1980: *Dwight D. Eisenhower* (CVN 69) deployed to the Indian Ocean as part of the continuing response to the hostage crisis in Iran.

22 Dec 1980: The squadron returned from its deployment to the Indian Ocean after spending a total of 246 days at sea. With only one port visit, the longest at sea period was for 153 days.

Jun 1982: After the Israeli invasion of Lebanon on 6 June, VA-66 operated in the Eastern Mediterranean. During the latter part of June the American carrier forces in the Mediterranean included *Eisenhower* (CVN 65), *Independence* (CV 62), *Forrestal* (CV 59), and *John F. Kennedy* (CV 67).

24 Jun 1982: VA-66 provided air support during the evacuation of Americans from Beirut, Lebanon, prior to the siege of Beirut by the Israelis.

25 Oct 1983: Due to the bombing of the Marine Corps barracks in Beirut, *Eisenhower* (CVN 65) terminated its visit to Naples and departed for the eastern Mediterranean. The squadron operated in the vicinity of Lebanon until the latter part of November.

7 Mar 1985: *Eisenhower* (CVN 65) cut short a visit to Palma, Spain, and made a high speed transit to the Eastern Mediterranean due to the increased tension in Lebanon.

1 Oct 1986: The Waldos of VA-66 were officially disestablished but continued to operate as a detachment. The detachment continued to operate because its pri-

mary mission during the deployment was to provide Harm missile support for the air wing and carrier.

30 Jan 1987: *Kennedy* (CV 67) cancelled its port visit to Malaga, Spain, and made a high speed transit to the eastern Mediterranean due to the increased tension over the hostages held in Lebanon.

31 Mar 1987: VA-66 Detachment was disestablished.



A squadron F4U-4 Corsair during its deployment to the Med aboard *Tarawa* (CV 40) in 1952 (Courtesy Duane Kasulka Collection).

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|------------------|------------------------|
| NAS Atlanta | 01 Feb 1951 |
| NAS Jacksonville | 05 Apr 1951 |
| NAS Quonset | 28 Sep 1951 |
| NAS Oceana | 11 Jun 1952 |
| NAS Cecil Field | 15 Mar 1965 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|----------------------------------|-----------------------------|
| CDR H. K. Pryce | 01 Feb 1951 |
| CDR J. M. James | 30 Sep 1952 |
| CDR Herman J. Harders | Oct 1953 |
| CDR W. Manby, Jr. | Jun 1955 |
| CDR Uncas L. Fretwell | Aug 1955 |
| CDR Robert J. Selmer | Sep 1956 |
| CDR W. J. McNeil, Jr. | 16 Dec 1957 |
| CDR D. V. Marshall, Jr. (acting) | 27 May 1959 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|-------------------------------|-----------------------------|
| CDR E. C. Griffin | 28 Jun 1959 |
| CDR R. I. Kasten | 06 Jul 1960 |
| CDR J. S. Herman | 26 May 1961 |
| CDR J. M. Tierney | 04 May 1962 |
| CDR R. E. Spruit | 31 May 1963 |
| CDR D. L. Hancock | 11 May 1964 |
| CDR W. B. Bagwell | 23 Apr 1965 |
| CDR L. Wayne Smith | 06 Jun 1966 |
| CDR E. M. Crow | 06 Jun 1967 |
| CDR W. E. Ramsey | May 1968 |
| CDR A. J. Karpaitis | Feb 1969 |
| CDR B. A. White | Jan 1970 |
| CDR W. C. Nix | Aug 1970 |
| CDR J. J. Fleming | Jun 1971 |
| CDR L. E. Barringer | Jun 1972 |
| CDR R. C. Macke | 13 Aug 1973 |
| CDR D. P. March | Nov 1974 |
| CDR Robert T. Davis | 05 Mar 1976 |
| CDR Stuart J. Fitrell | 03 Jun 1977 |
| CDR James E. Gill | Jun 1978 |
| CDR Frank H. Gerwe, Jr. | 02 Aug 1979 |
| CDR Kent W. Ewing | 11 Oct 1980 |
| CDR Richard D. Lichtermann II | 05 Feb 1982 |
| CDR Robert W. Nordman | 13 Apr 1983 |
| CDR Robert J. Kelsey | 03 Oct 1984 |
| CDR Richard L. Marquis | 15 Apr 1986 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| F4U-4 | Feb 1951 |
| F8F-2 | 13 Jun 1952 |
| F9F-5 | 05 Dec 1952 |
| F7U-3 | Apr 1954 |
| F9F-8B | Aug 1956 |
| A4D-1 | Mar 1958 |
| A4D-2 | Jun 1958 |
| A4D-2N/A-4C* | Mar 1961 |
| A-7E | Oct 1970 |

* The A4D-2N designation was changed to A-4C in 1962.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|--------------------------|
| 28 Nov 1951 | 11 Jun 1952 | CVG-8 | CV 40 | F4U-4 | Med |
| 26 Apr 1953 | 21 Oct 1953 | CVG-8 | CVA 43 | F9F-5 | Med |
| 04 Nov 1955 | 02 Aug 1956 | CVG-3 | CVA 14 | F7U-3 | Med |
| 03 Sep 1957 | 22 Oct 1957 | CVG-6 | CVA 11 | F9F-8B | NorLant |
| 13 Feb 1959 | 30 Aug 1959 | CVG-6 | CVA 11 | A4D-2 | Med |
| 04 Aug 1960 | 17 Feb 1961 | CVG-6 | CVA 11 | A4D-2 | Med |
| 03 Aug 1961 | 01 Mar 1962 | CVG-6 | CVA 11 | A4D-2N | Med |

Major Overseas Deployments—Continued

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|--------------------------|
| 03 Aug 1962 | 11 Oct 1962 | CVG-6 | CVAN 65 | A4D-2N | Med |
| 06 Feb 1963 | 04 Sep 1963 | CVG-6 | CVAN 65 | A-4C | Med |
| 08 Feb 1964 | 03 Oct 1964 | CVW-6 | CVAN 65 | A-4C | Med/World Cruise |
| 30 Nov 1965 | 10 Jul 1966 | CVW-6 | CVA 66 | A-4C | Med |
| 10 Jan 1967 | 20 Sep 1967 | CVW-6 | CVA 66 | A-4C | Med |
| 04 Jun 1968 | 08 Feb 1969 | CVW-10 | CVS 11 | A-4C | WestPac/Vietnam |
| 02 Dec 1969 | 08 Jul 1970 | CVW-17 | CVA 59 | A-4C | Med |
| 16 Sep 1971 | 16 Mar 1972 | CVW-7 | CVA 62 | A-7E | NorLant/Med |
| 21 Jun 1973 | 19 Jan 1974 | CVW-7 | CV 62 | A-7E | Med |
| 19 Jul 1974 | 21 Jan 1975 | CVW-7 | CV 62 | A-7E | Med |
| 15 Oct 1975 | 05 May 1976 | CVW-7 | CV 62 | A-7E | NorLant/Med |
| 31 Mar 1977 | 21 Oct 1977 | CVW-7 | CV 62 | A-7E | Med |
| 16 Jan 1979 | 13 Jul 1979 | CVW-7 | CVN 69 | A-7E | Med |
| 15 Apr 1980 | 22 Dec 1980 | CVW-7 | CVN 69 | A-7E | IO |
| 20 Aug 1981 | 07 Oct 1981 | CVW-7 | CVN 69 | A-7E | NorLant |
| 05 Jan 1982 | 13 Jul 1982 | CVW-7 | CVN 69 | A-7E | Med |
| 27 Apr 1983 | 02 Dec 1983 | CVW-7 | CVN 69 | A-7E | Med |
| 08 May 1984 | 20 Jun 1984 | CVW-7 | CVN 69 | A-7E | Carib/NorLant |
| 10 Oct 1984 | 08 May 1985 | CVW-7 | CVN 69 | A-7E | Med |
| 08 Jul 1985 | 22 Aug 1985 | CVW-7 | CVN 69 | A-7E | Carib |
| 18 Aug 1986 | 02 Mar 1987 | CVW-3 | CV 67 | A-7E | Med |



A squadron F7U-3 Cutlass on the flight line, believed to be at NAS Port Lyautey, Morocco. The squadron was stationed at the air station during part of its 1953 Med cruise.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-8 | E | 09 Apr 1951 |
| CVG-6 | C | 01 Jul 1955 |
| CVG-3 | K | Nov 1955 |
| CVG-6/CVW-6* | C/AF/AE† | Aug 1956 |
| CVW-7 | AG | 06 Oct 1967 |
| CVW-10 | AK | Jan 1968 |
| CVW-17 | AA | 02 Jun 1969 |

Air Wing Assignments—Continued

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| COMLATWING-1 | | 09 Jul 1970 |
| CVW-7 | AG | 1971 |
| CVW-3 | | 01 Oct 1986‡ |

* CVG-6 was redesignated CVW-6 when all Carrier Air Group (CVG) designations were redesignated Carrier Air Wings (CVW) on 20 December 1963.

† CVG-6's tail code was changed from C to AF in 1957. The effective date was most likely the beginning of FY 58 (1 July 1957). Sometime in the latter part of 1962 CVG-6's tail code was changed from AF to AE.

‡ VA-66 deployed with CVW-3 in *John F. Kennedy* (CV 67) in August 1986. Administratively, it continued to be assigned to CVW-7 until its official disestablishment on 1 October 1986. After that date, the same organization continued to operate as a detachment assigned to CVW-3 until the deployment ended in March 1987.



A squadron A4D-2 Skyhawk in 1959.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| AFEM | 24 Oct 1962 | 03 Dec 1962 |
| | 06 Jun 1983 | 14 Jun 1983 |
| | 27 Jul 1983 | 30 Aug 1983 |
| | 01 Sep 1983 | 19 Oct 1983 |
| | 27 Oct 1983 | 20 Nov 1983 |
| NEM | 19 Oct 1962 | 23 Oct 1962 |
| | 29 Apr 1980 | 16 Jul 1980 |
| | 22 Jul 1980 | 08 Dec 1980 |
| | 25 May 1983 | 27 May 1983 |
| NUC | 06 Jul 1968 | 16 Jan 1969 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| RVNGC | 29 Apr 1980 | 10 Dec 1980 |
| | 21 Jul 1983 | 20 Nov 1983 |
| | 01 Oct 1968 | 01 Nov 1968 |
| | Oct 1978 | Dec 1979 |
| | 11 Jul 1968 | 12 Jul 1968 |
| SLOC | 14 Jul 1968 | 15 Jul 1968 |
| | 23 Jul 1968 | 22 Aug 1968 |
| | 14 Oct 1968 | 14 Nov 1968 |
| | 03 Dec 1968 | 27 Dec 1968 |
| | | |



Two squadron A-7E Corsair IIs show the difference between the old and new paint schemes in 1984. The gun-toting rooster insignia is on the tail of both aircraft.

VA-72

Lineage

Established as Bomber Fighter Squadron EIGHTEEN (VBF-18) on 25 January 1945.

Redesignated Fighter Squadron EIGHT A (VF-8A) on 15 November 1946.

Redesignated Fighter Squadron SEVENTY TWO (VF-72) on 28 July 1948.

Redesignated Attack Squadron SEVENTY TWO (VA-72) on 3 January 1956.

Disestablished on 30 June 1991. The first squadron to be assigned the VA-72 designation.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 9 April 1946. Colors for the bear-cat insignia were:



The bearcat was the squadron's first insignia.

white upper background and sky blue lower background outlined in black; black bear-cat with white markings and a red tongue; white cloud with sky blue markings; white and black carrier and the waves extending from the carrier were white, streaked with black; and a black bomb and gun with white markings.



The hawk insignia was adopted by the squadron in 1950.

On 5 December 1950 a new insignia was approved by CNO. Colors for the peregrine falcon were: a red outline with upper background white and the lower background blue; the falcon had a black head with gray feathers and black markings; the beak, eye and feet were yellow with black markings and the tongue was red. Following the squadron's redesignation in 1956 it continued to use the falcon insignia but modified it to include a scroll with the word **ATAKRON 72**. The scroll is outlined in red, with a white background and blue letters.



In the mid-1950s, the squadron modified the hawk insignia. This insignia was used by VA-72 for 35 years until its disestablishment.

Nickname: Hawks, circa early 1950s-early 1960s.

Blue Hawks, early 1960s-1991.

Chronology of Significant Events

Sep-Dec 1946: Participated in *Leyte* (CV 32) shakedown cruise in the Caribbean and a goodwill cruise to South

America for the inauguration of Chile's President.

19 Aug 1948: Squadron commanding officer, Lieutenant Commander B. F. Haker, lost at sea while attempting a carrier approach.

25 Jan 1949: Cross deck operations with the British carrier HMS *Triumph* in the Mediterranean.

Apr 1961: The squadron operated from *Independence* (CVA 62) in an area south of Guantanamo Bay, Cuba, during the Bay of Pigs, the unsuccessful invasion of Cuba by American supported Cuban exiles.

22 Oct-22 Nov 1962: Participated in the Cuban Quarantine while embarked in *Independence*.

10-16 May 1963: A detachment of three aircraft deployed in *Wasp* (CVS 18) to provide courier service during a Mercury Project space flight of the Faith 7 capsule.

17 Oct 1965: The squadron's executive officer, Commander H. B. Southworth, led the first successful strike against a surface-to-air SA-2 missile installation in North Vietnam. The strike was composed of four VA-72 A-4Es and one A-6A from VA-75.

18 Sep 1970: While operating in the Caribbean aboard *John F. Kennedy* (CVA 67), the squadron was ordered to deploy with the carrier to the Mediterranean due to the fighting between Jordanian and Palestinian forces and the intervention of Syria on behalf of the Palestinians.

Oct 1973: With the outbreak of war in the Middle East (Yon Kippur War), *Kennedy* and her air wing, while operating in the North Atlantic after just completing a Mediterranean deployment, were ordered back to the Mediterranean. VA-72 conducted flight operations while the carrier was on station south of Crete, from the latter part of October through mid November.

17-19 Sep 1985: VA-72, along with other units of CVW-1, were the first to conduct flight operations from a carrier operating inside a fjord. *America* (CV 66) operated in Vestfjord, Norway, during this evolution.

22–27 Mar 1986: During Freedom of Navigation Exercises in the Gulf of Sidra and the resulting combat action with Libyan forces, VA-72 flew patrols to protect the task force from attack by surface ships or submarines and also provided tanker missions for fighters flying combat air patrols.

14 Apr 1986: The United States initiated Operation Eldorado Canyon, air strikes against targets in Libya. VA-72 provided air-to-surface missile support for possible employment against surface-to-air missile radar sites.

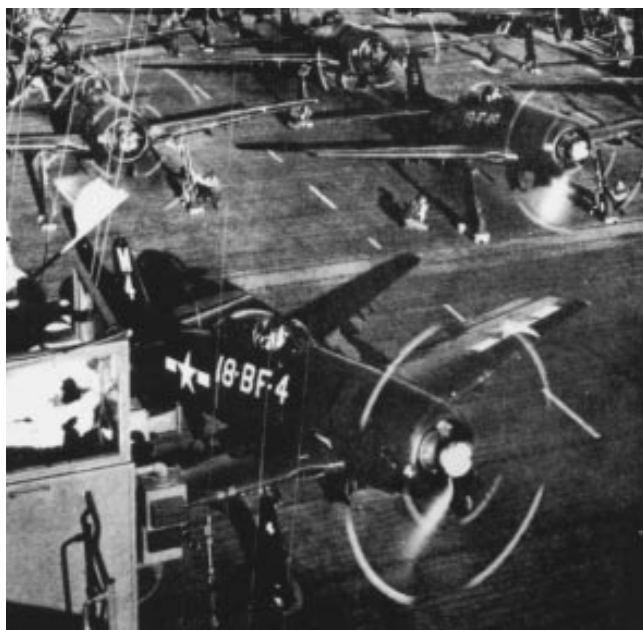
Sep–Oct 1990 and Dec 1990–Jan 1991: The squadron participated in Operation Desert Shield, the build up of American and Allied forces to counter a threatened invasion of Saudi Arabia by Iraq and as part of an economic blockade of Iraq to force its withdrawal from Kuwait.

17 Jan 1991: Operation Desert Storm, combat operations to remove Iraqi forces from Kuwait, was launched. The squadron's A-7E Corsair IIs participated in the first combat strike against Iraqi targets in Baghdad.

29 Jan 1991: Squadron aircraft flew their first combat mission in the Kuwait theater, striking Iraqi troops, tanks and artillery positions.

27 Feb 1991: Squadron aircraft participated in the last naval air combat strike of the war, hitting retreating Iraqi troops east of An Najef, Iraq. During the 43 days of war the squadron flew 362 sorties without the loss of a pilot or aircraft.

8 Jun 1991: The last two squadron aircraft participated in the Desert Storm Victory Parade Fly Over in Washington, D.C.



A VBF-18 F8F Bearcat on Leyte's (CV 32) flight deck during her goodwill cruise to South America in 1946. In the background are other Carrier Air Group 18 aircraft.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-------------------|------------------------|
| NAS Astoria | 25 Jan 1945 |
| NAS San Diego | 22 Apr 1945 |
| NAS Quonset Point | 14 Nov 1945 |
| NAS Oceana | 03 Sep 1957 |
| NAS Cecil Field | 15 Feb 1966 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|---------------------------------|-----------------------------|
| LT Mohl C. Norton, Jr. (Acting) | 25 Jan 1945 |
| LCDR Jeremy Morrison | 05 Mar 1945 |
| CDR Sam E. Clark | 14 Sep 1945 |
| LCDR Frank Malinasky | 11 Jun 1947 |
| LCDR Burton F. Haker | 06 Jul 1948 |
| LT G. F. Colleran (acting) | 19 Aug 1948 |
| LCDR Frank Malinasky | 20 Oct 1948 |
| LCDR Carlton H. Clark | 20 Jun 1949 |
| LCDR John B. Jorgensen | 04 Jul 1950 |
| LCDR Archibald W. Curtis | 09 Jul 1951 |
| CDR Gordon J. Brown | Jan 1953 |
| LCDR Carlton F. Naumann | 12 Nov 1954 |
| LCDR Robert F. Hunt | 08 Feb 1956 |
| CDR C. K. Ruiz | 23 Jul 1957 |
| CDR John K. Beling | 04 Feb 1959 |
| CDR C. A. Hill, Jr. | 04 Mar 1960 |
| CDR W. W. Kendall Miller, Jr. | 12 May 1961 |
| CDR Frederick S. Gore | 16 Apr 1962 |
| CDR T. L. Neilson | 25 Mar 1963 |
| CDR Grover C. Walker | 17 Feb 1964 |
| CDR Joe D. Adkins | 10 Feb 1965 |
| CDR Harrison B. Southworth | 11 Feb 1966 |
| CDR E. J. Hofstra | 15 Mar 1967 |
| CDR R. A. Phillips | 15 Mar 1968 |
| CDR S. E. Latimer, Jr. | 10 Apr 1969 |
| CDR D. B. Young, Jr. | 17 Oct 1969 |
| CDR R. K. Shea | 09 Sep 1970 |
| CDR M. G. Basford | 02 Jul 1971 |
| CDR J. F. Donahue | 08 Jul 1972 |
| CDR Robert J. Kelly | 14 Jul 1973 |
| CDR Edward D. Estes | 12 Sep 1974 |
| CDR Robert F. Brennock | 16 Oct 1975 |
| CDR Patrick M. Commons | 16 Dec 1976 |
| CDR Hugh A. Merrill | 06 Apr 1978 |
| CDR Howard E. Koss | Jul 1979 |
| CDR Carter B. Refo | Oct 1980 |
| CDR Robert L. Kiem | 16 Feb 1982 |
| CDR C. A. Cook | 09 Jun 1983 |
| CDR Arthur F. Richardson | 21 Nov 1984 |
| CDR Gordon G. Stewart | 03 May 1986 |
| CDR James B. Waddell | 15 Oct 1987 |
| CDR John R. Sanders | 15 Jun 1989 |



A F9F-5 Panther on Bennington's (CVA 20) elevator during her cruise to the Med in 1953–1954. This particular squadron F9F was assigned to Captain H. E. Ball, an Air Force exchange pilot with VF-72.

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| F6F-3/5 | 07 Feb 1945 |
| F8F-1 | 10 Aug 1945 |
| F8F-1B | Jan 1947 |
| F8F-2 | 20 Mar 1948 |
| F8F-1 | 01 Dec 1948 |
| F8F-1B | 09 Feb 1950 |
| F9F-2 | 16 Mar 1951 |
| F9F-5 | 11 Oct 1951 |
| F9F-2 | Feb 1952 |

Aircraft Assignment—Continued

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| F9F-5 | Feb 1953 |
| A4D-1 | Sep 1956 |
| A4D-2 | 12 Feb 1958 |
| A4D-2N/A-4C* | Mar 1961 |
| A-4E | May 1964 |
| A-4B | Mar 1967 |
| A-7B | Jan 1970 |
| A-7E | 13 Sep 1977 |

* The A4D-2N designation was changed to A-4C in 1962.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|-----------------------------------|
| 16 Sep 1946 | 12 Dec 1946 | CVG-18 | CV 32 | F8F-1 | Carib/East Coast of South America |
| 03 Apr 1947 | 09 Jun 1947 | CVAG-7 | CV 32 | F8F-1B | Med |
| 30 Jul 1947 | 19 Nov 1947 | CVAG-7 | CV 32 | F8F-1B | Med |
| 04 Jan 1949 | 23 May 1949 | CVG-7 | CV 47 | F8F-1 | Med |
| 10 Jul 1950 | 10 Nov 1950 | CVG-7 | CVB 41 | F8F-1B | Med |
| 20 May 1952 | 08 Jan 1953 | CVG-7 | CV 31 | F9F-2 | WestPac/Korea |
| 16 Sep 1953 | 21 Feb 1954 | CVG-7 | CVA 20 | F9F-5 | NorLant/Med |
| 02 Sep 1958 | 12 Mar 1959 | CVG-7 | CVA 15 | A4D-2 | Med |
| 04 Aug 1960 | 03 Mar 1961 | CVG-7 | CVA 62 | A4D-2 | Med |
| 04 Aug 1961 | 19 Dec 1961 | CVG-7 | CVA 62 | A4D-2N | Med |
| 19 Apr 1962 | 27 Aug 1962 | CVG-7 | CVA 62 | A4D-2N | Med |
| 06 Aug 1963 | 04 Mar 1964 | CVG-7 | CVA 62 | A-4C | Med |
| 08 Sep 1964 | 05 Nov 1964 | CVW-7 | CVA 62 | A-4E | NorLant/Med |
| 10 May 1965 | 13 Dec 1965 | CVW-7 | CVA 62 | A-4E | WestPac/Vietnam |
| 21 Jun 1966 | 21 Feb 1967 | CVW-1 | CVA 42 | A-4E | WestPac/Vietnam |
| 24 Aug 1967 | 19 May 1968 | CVW-1 | CVA 42 | A-4B | Med |
| 07 Jan 1969 | 29 Jul 1969 | CVW-8 | CVA 38 | A-4B | Med |
| 14 Sep 1970 | 01 Mar 1971 | CVW-1 | CVA 67 | A-7B | Carib/Med/NorLant |
| 01 Dec 1971 | 06 Oct 1972 | CVW-1 | CVA 67 | A-7B | Med/NorLant |
| 16 Apr 1973 | 01 Dec 1973 | CVW-1 | CVA 67 | A-7B | Med/NorLant/Med |
| 28 Jun 1975 | 27 Jan 1976 | CVW-1 | CV 67 | A-7B | Med |
| 02 Sep 1976 | 09 Nov 1976 | CVW-1 | CV 67 | A-7B | NorLant |
| 15 Jan 1977 | 01 Aug 1977 | CVW-1 | CV 67 | A-7B | Med |
| 29 Jun 1978 | 08 Feb 1979 | CVW-1 | CV 67 | A-7E | Med |
| 04 Aug 1980 | 28 Mar 1981 | CVW-1 | CV 67 | A-7E | Med |
| 23 Aug 1982 | 30 Oct 1982 | CVW-1 | CV 66 | A-7E | NorLant/Med/Carib |
| 08 Dec 1982 | 02 Jun 1983 | CVW-1 | CV 66 | A-7E | Med/IO |
| 24 Apr 1984 | 14 Nov 1984 | CVW-1 | CV 66 | A-7E | Carib/Med/IO |
| 24 Aug 1985 | 09 Oct 1985 | CVW-1 | CV 66 | A-7E | NorLant |
| 10 Mar 1986 | 10 Sep 1986 | CVW-1 | CV 66 | A-7E | Med |
| 29 Feb 1988 | 29 Aug 1988 | CVW-7 | CVN 69 | A-7E | Med |
| 15 Aug 1990 | 28 Mar 1991 | CVW-3 | CV 67 | A-7E | Med/Red Sea |



A squadron A-4 Skyhawk launches from Independence (CVA 62). Notice the combat markings on the aircraft just forward of the jet intake showing the number of combat sorties flown by the aircraft.

Air Wing Assignments

| <i>Air Wing Tail</i> | <i>Code</i> | <i>Assignment Date</i> |
|--------------------------------|-------------|------------------------|
| CVG-18/CVAG-7/CVG-7/ CVW-7* | L/AG† | 25 Jan 1945 |
| CVW-1 | AB | 07 Mar 1966 |
| CVW-8 | AJ | 26 Aug 1968 |
| RCVW-4‡ | AD | 22 Sep 1969 |
| CVW-1 | AB | 02 Mar 1970 |
| CVW-7 | AG | 01 Oct 1986 |
| COMLATWING 1§ | | Sep 1988 |
| CVW-3 | AC | 01 Mar 1989 |

* CVG-18 was redesignated CVAG-7 on 15 November 1946. On 1 September 1948, CVAG-7 was redesignated CVG-7. CVG-7 was redesignated CVW-7 when Carrier Air Group (CVG) designations were redesignated Carrier Air Wings (CVW) on 20 December 1963.

† The tail code was changed from L to AG in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

‡ The squadron was assigned to RCVW-4 during its transition to the A-7B.

§ The squadron detached from CVW-7 and came under the operational and administrative control of Commander Light Attack Wing 1.

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NEM | 01 Dec 1977 | 01 Mar 1979 |
| | 29 Aug 1985 | 20 Sep 1985 |
| | 18 Oct 1962 | 23 Oct 1962 |
| | 01 Jan 1983 | 20 Jan 1983 |
| | 06 May 1983 | 08 May 1983 |
| NUC | 21 Mar 1986 | 27 Jun 1986 |
| | 05 Jun 1965 | 21 Nov 1965 |
| | 23 Mar 1986 | 17 Apr 1986 |
| | 17 Jan 1991 | 28 Feb 1991 |
| | 21 Oct 1965 | |
| RVNGC | 23 Oct 1965 | |
| | 25 Oct 1965 | 02 Nov 1965 |
| | 09 Nov 1965 | 10 Nov 1965 |
| | 04 Aug 1980 | 28 Mar 1981 |
| | 23 Aug 1982 | 02 Jun 1983 |
| SLOC | 04 Jul 1965 | 09 Aug 1965 |
| | 25 Aug 1965 | 21 Sep 1965 |
| | 14 Oct 1965 | 12 Nov 1965 |
| | 30 Jul 1966 | |
| | 09 Aug 1966 | 12 Sep 1966 |
| VNSM | 01 Oct 1966 | 03 Oct 1966 |
| | 19 Oct 1966 | 14 Nov 1966 |
| | 24 Nov 1966 | 28 Dec 1966 |
| | 20 Jan 1967 | 21 Jan 1967 |
| | 18 Jun 1952 | 24 Dec 1952 |
| KSM | 17 Jan 1991 | 28 Feb 1991 |
| KLM | 14 Sep 1990 | 12 Mar 1991 |
| SASM | | |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NAVE | 01 Jan 1970 | 30 Jun 1971 |
| AFEM | 24 Oct 1962 | 20 Nov 1962 |
| | 15 Jun 1965 | |
| | 29 Jun 1965 | 03 Jul 1965 |
| MUC | 29 Sep 1970 | 31 Oct 1970 |



A flight of squadron A-7 Corsair IIs.

VA-75

Lineage

Established as Torpedo Squadron EIGHTEEN (VT-18) on 20 July 1943.

Redesignated Attack Squadron EIGHT A (VA-8A) on 15 November 1946.

Redesignated Attack Squadron SEVENTY FIVE (VA-75) on 27 July 1948.

Disestablished on 30 November 1949. The first squadron to be designated VA-75.

Squadron Insignia and Nickname

The squadron's first insignia was in use by the squadron prior to its approval by CNO on 24 March

1945. Colors for "The Carrier Clowns" insignia were: a blue background with an orange center and a dark blue strip through the center; the words "The Carrier Clowns" in black; a white Zebra with black markings; a black bird with white markings; orange bombs; and a torpedo with yellow tip,



The Carrier Clowns insignia was used by VT-18.

a white front section and the remainder in black.

Following the squadron's redesignation a new insignia was approved by CNO on 30 December 1946. Colors for the knight insignia were: a rust background with a gold border; a white horse with blue bridle and gold harness; the shield was blue with a gold anchor; a silver knight holding a gold torpedo. The squadron continued to use this insignia following its redesignation to VA-75.

Nickname: The Carrier Clowns, circa 1943–1946.



Following the squadron's redesignation to attack, the knight insignia was approved

Chronology of Significant Events

24–26 Oct 1944: The squadron participated in the Battle for Leyte Gulf. On 24 October VT-18's TBMs flew sorties against a powerful Japanese surface force

in the Sibuyan Sea. These attacks contributed to the sinking of the *Musashi*, one of the two largest battle-ships in the world. On 25 October, the squadron's planes were part of a Fast Carrier Task Force that attacked a Japanese carrier force in the Battle of Cape Engano. Four Japanese carriers were sunk during that engagement. On the 26th, squadron planes participated in an attack on the Japanese surface force which was retiring from the Battle Off Samar.

Sep–Dec 1946: The squadron participated in *Leyte* (CV 32) shake-down cruise in the Caribbean and a goodwill cruise to South America for the inauguration of Chile's President.

Home Port Assignments

| Location | Assignment Date |
|-------------------|-----------------|
| NAS Alameda | 20 Jul 1943 |
| NAAS Monterey | 28 Oct 1943* |
| NAAS Hollister | Nov 1943* |
| NAS Hilo | Feb 1944* |
| NAS Kaneohe | Jun 1944* |
| NAS Alameda | 20 Dec 1944 |
| NAS Astoria | 25 Jan 1945 |
| NAS San Diego | 22 Apr 1945 |
| NAS Quonset Point | 14 Nov 1945 |

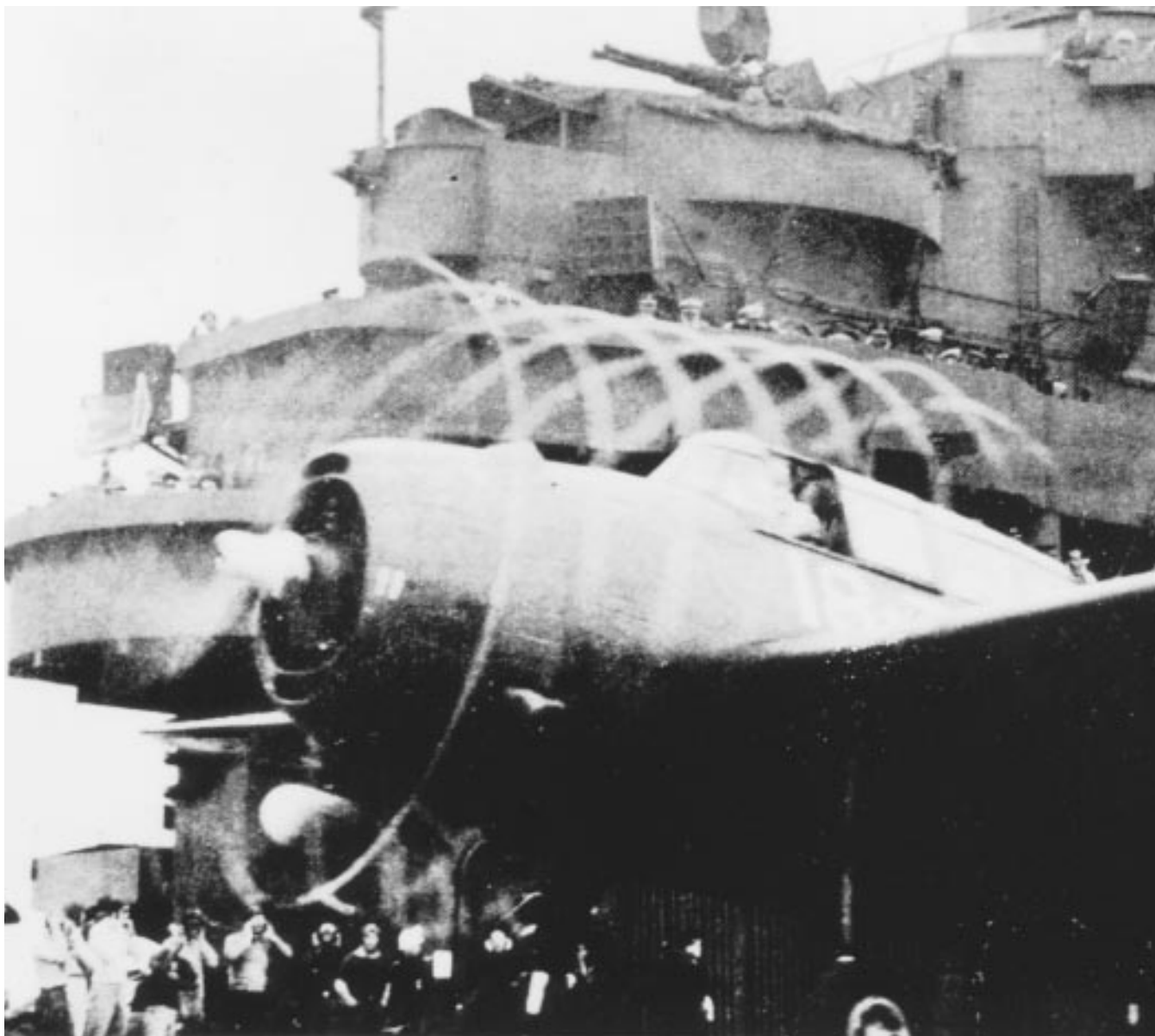
* Temporary shore assignments while the squadron conducted training in preparation for combat deployment.

Commanding Officers

| | Date Assumed Command |
|------------------------------|----------------------|
| LTJG Al Long (acting) | 20 Jul 1943 |
| LCDR Lloyd W. Van Antwerp | 02 Aug 1943 |
| ENS Joseph B. Baker (acting) | 25 Jan 1945 |
| LT John G. Williams (acting) | 31 Jan 1945 |
| LT John G. Williams | 25 Apr 1945 |
| LT Jack C. Heishman | 19 Sep 1945 |
| LCDR James L. Hooper | 04 Feb 1946 |
| LCDR Charles A. Iarrobino | 01 Dec 1947 |
| CDR Morris R. Doughty | 13 Oct 1948 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| TBF-1 | Jul 1943 |
| TBM-1 | Sep 1943 |
| TBM-1C | Nov 1943 |
| TBM-3 | Feb 1945 |
| TBM-3E | 22 Apr 1945 |
| TBM-3Q | 06 May 1946 |
| AD-3 | 18 Apr 1949 |



A squadron TBM-3 takes off from Leyte (CV 32) during its goodwill cruise to South America in 1946.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|--------------------------------------|
| 16 Aug 1944 | 20 Dec 1944 | CVG-18 | CV 11 | TBM-1C | Pacific |
| 16 Sep 1946 | 12 Dec 1946 | CVG-18 | CV 32 | TBM-3E/Q | Carib/East Coast of South America |
| 03 Apr 1947 | 09 Jun 1947 | CVAG-7 | CV 32 | TBM-3E/Q & TBM-3J | Med |
| 30 Jul 1947 | 19 Nov 1947 | CVAG-7 | CV 32 | TBM-3E/Q | Med |
| 04 Jan 1949 | 23 May 1949 | CVG-7 | CV 47* | TBM-3E/Q | Med |

* Only half of the squadron's personnel and aircraft deployed aboard *Philippine Sea* (CV 47), the other half remained at NAS Quonset Point.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|----------------------|------------------|------------------------|
| CVG-18/CVAG-7/CVG-7* | L† | 20 Jul 1943 |

* CVG-18 was redesignated CVAG-7 on 15 November 1946 and then redesignated CVG-7 on 1 September 1948.

† The tail code L was assigned to CVAG-7 in December 1946.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|--|--|----------|
| WW-II Campaign Medal (Asiatic/Pacific) | Oct 1944 | Nov 1944 |



A squadron AD-4 Skyraider launches from deck of Bon Homme Richard (CVA 31), November 1952 (Courtesy Robert Lawson Collection).

SECOND VA-75

Lineage

Established as Bombing Squadron EIGHTEEN (VB-18) on 20 July 1943.

Redesignated Attack Squadron SEVEN A (VA-7A) on 15 November 1946.

Redesignated Attack Squadron SEVENTY FOUR (VA-74) on 27 July 1948.

Redesignated Attack Squadron SEVENTY FIVE (VA-75) on 15 February 1950. The second squadron to be assigned the VA-75 designation.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 14 January 1944. Colors for the Sunday Punchers



The winged glove was the squadron's first insignia used between 1944 to 1947. It was readopted sometime after 1950.

winged glove and bomb insignia were: white background with royal blue outlines and lettering; the glove was dark brown with yellow lacing; wings were yellow with black outlines; and the bomb was black with black and yellow fins.

Following the squadron's redesignation in 1946, a new insignia was approved by CNO on 25 June 1947. Colors

for the insignia of a boy riding a bomb were: a light blue background outlined in gold; Sunday Punchers lettering was medium blue and the VA-7A lettering on the trunks was gold; the bomb was medium blue with black highlights; the boy had tan skin with red cheeks,

yellow hair, black eyes; wearing red trunks and black boots with white tops; the gloves were brown.

Sometime after the squadron's redesignation to VA-75 it reverted to the winged glove and bomb insignia. The colors are the same as those used in the previously approved insignia.

Nickname: Sunday Punchers, 1943-present.



This insignia was used by the squadron from 1947 to sometime around 1950.

Chronology of Significant Events

5 Feb 1944: Lieutenant Commander Dickson, the squadron's commanding officer, was killed in a training exercise when his aircraft went into a high speed stall and crashed during a practice dive.

12 Oct 1944: Squadron commanding officer, Commander Mark Eslick, was lost in combat during an attack on Kiirun Harbor, Formosa.

24–26 Oct 1944: The squadron participated in the Battle for Leyte Gulf, part of the operations surrounding the occupation of Leyte. On 24 October VB-18's SB2Cs flew sorties against a powerful Japanese surface force in the Sibuyan Sea. These attacks contributed to the sinking of the mighty *Musashi*, one of the two largest battleships in the world. On 25 October the squadron's planes were part of a Fast Carrier Task Force that attacked the Japanese carrier force in the Battle of Cape Engano. Four Japanese carriers were sunk during this engagement. On the 26th, squadron planes participated in attacks on the Japanese surface force which was retiring from the Battle Off Samar.

24 Oct 1944: While assigned to VB-18, Lieutenant Donald L. Wilson was awarded the Navy Cross for scoring a direct hit on a Japanese battleship during the Battle for Leyte Gulf. Following World War II, Lieutenant Wilson became the squadron's commanding officer.

25 Oct 1944: The squadron's commanding officer, Lieutenant Commander George D. Ghesquiere was awarded the Navy Cross for leading his squadron in an attack against a Japanese carrier task force during the Battle of Cape Engano, in which he scored a direct hit on a Japanese carrier.

26 Oct 1944: Lieutenant Benjamin G. Preston was awarded a Gold Star in lieu of his third Navy Cross for leading a division of dive bombers in an attack against the Japanese carrier task force during the Battle of Cape Engano. In 1953 he became the commanding officer of the squadron.

Sep-Dec 1946: The squadron participated in *Leyte* (CV 32) shake-down cruise in the Caribbean and a goodwill cruise to South America for the inauguration of Chile's President.

25 Jan 1949: Cross deck operations with the British carrier HMS *Triumph* in the Mediterranean.

23 Jun 1952: The squadron's first combat action in Korea was a joint operation with Air Group 7 and the U.S. Air Force in an attack against hydro-electric complexes in North Korea that had previously been restricted from attack.

11 Jul 1952: The squadron participated in a combined attack against Pyongyang, North Korea, with aircraft from CVG-7, *Princeton* (CV 37), the U.S. Air Force, Marine Corps, Australian Air Force and British Royal Navy.

5 Dec 1952: On a strike against enemy troop concentrations the squadron's commanding officer, Commander H. K. Evans, was lost when his aircraft was hit by anti-aircraft fire and crashed.

Apr 1961: The squadron operated from *Independence* (CVA 62) in an area south of Guantanamo Bay, Cuba, during the Bay of Pigs, the unsuccessful invasion of Cuba by American supported Cuban exiles.

22 Oct–22 Nov 1962: Participated in the Cuban Quarantine while embarked in *Independence*.

14 Nov 1963: The first operational fleet squadron to be assigned the A-6A Intruder.

May–Dec 1965: VA-75 was the first squadron to deploy with the A-6A Intruder and operate the aircraft in a combat environment.

18 Sep 1965: The squadron's commanding officer, Commander Leonard Vogt, was lost during a combat mission while engaged in a night bombing attack on enemy patrol boats.

24 Feb 1968: Commander Jerrold M. Zacharias and Lieutenant Commander Michael L. Hall were awarded the Navy Cross for their action with VA-35 in planning and executing a coordinated A-6A strike on Hanoi.

Sep and Oct 1970: VA-75 operated from *Saratoga* (CVA 60) while on station in the eastern Mediterranean during the continuing crisis with the Palestinians in Jordan and the invasion of Jordan by Syria.

7 Oct 1971: VA-75 became the first A-6 squadron to drop sonobuoys. The integrated A-6A radar system and the A-6B antiradiation system were utilized for exact positioning and release of the sonobuoys. This event was part of an overall evaluation of the CV Concept being conducted by the *Saratoga* to determine the carrier's capability to operate effectively in both the attack and ASW roles.

Jun–Oct 1972: Participated in Linebacker I operations, heavy air strikes against targets in North Vietnam and mining operations along coastal waters.

6 Aug 1972: Commander Charles Earnest and Lieutenant Commander Grady L. Jackson were awarded the Silver Star for directing a successful night inland rescue of a downed pilot in a heavily defended area of North Vietnam.

10 Oct 1972: Lieutenant Commander John A. Pieno and Lieutenant Junior Grade John R. Fuller were awarded the Silver Star for their actions as bombardier/navigators of a two plane attack, at dusk, on the North Vietnamese airfield of Bai Thong.

28 Nov 1972: The squadron's commanding officer, Commander Charles Earnest, was lost in an aircraft accident following a catapult launch from *Saratoga* while operating on Yankee Station.

19–29 Dec 1972: Participated in Linebacker II operations, the resumption of heavy bombing strikes above the 20th parallel in North Vietnam. This operation concentrated attacks around Hanoi and the coastal areas of Haiphong.

18 Jan 1975: Following violent demonstrations against the American Embassy in Nicosia, Cyprus, VA-75 operated from *Saratoga* off the coast of Cyprus.

Apr 1976: As tensions increased in Lebanon, *Saratoga* and her air wing wing operated south of Crete, prepared to provide support for the evacuation of Americans from that country if it became necessary.

8 Jan 1980: The squadron's commanding officer, Commander A. J. Lynch, and Lieutenant Charles J. Morrow were lost when their aircraft struck several parked planes during a night landing and careened into the sea.

Jun 1982: Israel invaded Lebanon and *John F. Kennedy* (CV 67) was ordered to operate off the coast of Lebanon. VA-75 operated from the carrier, preparing for possible air support if it became necessary to evacuate Americans from Beirut, Lebanon.

4 Dec 1983: During *Kennedy's* operations off the coast of Lebanon in support of the Multinational Peacekeeping Force, several of the carrier's F-14 reconnaissance aircraft received hostile fire from Syrian surface-to-air missile and anti-aircraft positions on 3 December. A retaliatory strike was flown by elements from CVW-3 and aircraft from *Independence* (CV 62) against the Syrian anti-aircraft positions near Hammana, Lebanon. The squadron's commanding officer, Commander Glover, led three of VA-75's A-6Es in the strike and succeeded in destroying an anti-aircraft position. VA-75 also provided two KA-6D tanker aircraft for the operation.

6 Feb 1984: VA-75 launched its alert aircraft from *Kennedy* in response to a request from U.S. Marines (part of the Multinational Peacekeeping Force) at the Beirut International Airport to suppress attacks against their positions. The squadron's A-6E dropped its laser guided bombs on the enemy positions and effectively ended the attack.

Feb 1987: With the increased tensions in Lebanon surrounding the American hostages, *Kennedy* was ordered to operate off the coast of Lebanon. VA-75 flew operations from the carrier in preparation for possible evacuation.

Jan 1989: During routine training exercises off the northeastern tip of Libya, two F-14 Tomcats were approached by two Libyan MiG-23 jets, and after repeated attempts for a peaceful intercept, the F-14s shot down the Libyan aircraft. VA-75's KA-6D tankers provided refueling support for the two F-14s involved in the shoot down.

Aug 1989: During a training exercise, a squadron A-6E SWIP aircraft was the first to fire a Sidewinder (AIM-9H) air-to-air missile, scoring a direct hit with the missile.

Sep–Oct 1990 and Dec 1990–Jan 1991: The squadron participated in Operation Desert Shield, the build up of American and Allied forces to counter a threatened invasion of Saudi Arabia by Iraq and as part of an economic blockade of Iraq to force its withdrawal from Kuwait.



A squadron SB2C-5 Helldiver on a flight over Valparaíso Harbor during its goodwill cruise to South America aboard Leyte (CV 32) in 1946.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|--------------------|------------------------|
| NAS Alameda | 20 Jul 1943 |
| NAAS Watsonville | 26 Sep 1943* |
| NAAS Crows Landing | 10 Dec 1943* |
| NAS Hilo | 29 Feb 1944* |
| NAS Kaneohe | 05 Jun 1944* |
| NAS Alameda | 20 Dec 1944 |
| NAS Astoria | 25 Jan 1945 |
| NAS San Diego | 22 Apr 1945 |
| NAS Quonset Point | 27 Nov 1945 |
| NAS Oceana | Oct 1957 |

* Temporary shore assignments while the squadron conducted training in preparation for combat deployment.

Commanding Officers

| | <i>Date Assumed Command</i> |
|------------------------------|-----------------------------|
| LCDR Charles C. Gold | 20 Jul 1943 |
| LCDR Harlan R. Dickson | 27 Nov 1943 |
| LCDR George D. Ghesquiere | 05 Feb 1944 |
| LCDR Mark Eslick, Jr. | 12 Feb 1944 |
| LCDR George D. Ghesquiere | 12 Oct 1944 |
| LT Max H. Matzick (acting) | 25 Jan 1945 |
| LT Donald L. Wilson (acting) | 01 Feb 1945 |
| LT Donald L. Wilson | 25 Apr 1945 |
| LCDR William D. Carter | 19 Aug 1946 |
| LCDR L. Weidlein (acting) | 15 Jun 1948 |
| LCDR William B. Morton | 21 Jun 1948 |
| LCDR Nils R. Larson | 16 Dec 1949 |
| LCDR H. K. Evans | 10 Mar 1951 |
| LCDR W. M. Harnish (acting) | 05 Dec 1952 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|----------------------------|-----------------------------|
| CDR Benjamin G. Preston | Jan 1953 |
| CDR Griffith P. Stokes | Sep 1954 |
| CDR Samuel M. Tharp, Jr. | Jan 1956 |
| CDR Clifford L. Brown | 02 May 1957 |
| CDR C. R. Anderson | 02 Jul 1958 |
| CDR C. S. Curtis | 10 Jul 1959 |
| CDR Stanley Montunnas | May 1960 |
| CDR Alphonse G. Goodberlet | Apr 1961 |
| CDR K. H. Lyons | 13 Apr 1962 |
| CDR J. A. Denton, Jr. | 05 Apr 1963 |
| CDR William L. Harris, Jr. | 02 Aug 1963 |
| CDR Leonard A. Snead | 08 May 1964 |
| CDR Leonard F. Vogt, Jr. | 1965 |
| CDR William B. Warwick | 18 Sep 1965 |
| CDR Robert J. Sample | 08 Jul 1966 |
| CDR Jerrold M. Zacharias | 30 Jun 1967 |
| CDR Alastair S. Falconer | 31 Jul 1968 |
| CDR Richard P. Bordone | 25 Jul 1969 |
| CDR Charles J. Cellar, Jr. | 03 Jul 1970 |
| CDR Everett W. Foote | 03 Jun 1971 |
| CDR Charles M. Earnest | 07 Jun 1972 |
| CDR William H. Greene, Jr. | 28 Nov 1972 |
| CDR Morgan M. France | 22 Feb 1974 |
| CDR Melvin L. Seidel | 07 Apr 1975 |
| CDR David L. Osburn | 02 Jul 1976 |
| CDR Kenneth R. Werhan | 18 Oct 1977 |
| CDR Anthony J. Lynch | 12 Jan 1979 |
| CDR Rodney A. Bankson | 08 Jan 1980 |
| CDR Joseph S. Mobley | 30 Jan 1981 |
| CDR Earl D. Wolfgang | 19 Mar 1982 |
| CDR James R. Glover | 13 Oct 1983 |
| CDR Gregory C. Brown | 03 Apr 1985 |
| CDR Alfred G. Harms, Jr. | 26 Oct 1986 |
| CDR John T. Meister | 14 Apr 1988 |
| CDR Robert E. Besal | 29 Sep 1989 |



A squadron F4U-4 Corsair launches from Bon Homme Richard (CV 31), circa 1952 (Courtesy Robert Lauson Collection).

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| SBD-5 | 20 Jul 1943 |
| SB2C-1 | 25 Mar 1944 |
| SB2C-1C | 25 Apr 1944 |
| SB2C-3 | 10 Jul 1944 |
| SB2C-4 | Feb 1945 |
| SB2C-4E | Mar 1945 |
| SBW-5 | Jul 1946 |
| SB2C-5 | Jul 1946 |
| F4U-4B | 15 Apr 1948 |
| F4U-4 | Dec 1948 |

Aircraft Assignment—Continued

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| AD-3 | Jun 1949 |
| AD-4 | Jun 1950 |
| AD-6/A-1H* | Aug 1954 |
| AD-5 | Apr 1956 |
| A-6A | 14 Nov 1963 |
| A-6B | 21 Dec 1967 |
| KA-6D | 18 Dec 1970 |
| A-6E | 06 Aug 1973 |

* The AD-6 designation was changed to A-1H in 1962.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|-----------------------------------|
| 16 Aug 1944 | 20 Dec 1944 | CVG-18 | CV 11 | SB2C-3 | Pacific |
| 16 Sep 1946 | 12 Dec 1946 | CVG-18 | CV 32 | SB2C-5/ SBW-5 | Carib/East Coast of South America |
| 03 Apr 1947 | 09 Jun 1947 | CVAG-7 | CV 32 | SB2C-5/SBW-5 | Med |
| 30 Jul 1947 | 19 Nov 1947 | CVAG-7 | CV 32 | SB2C-5 | Med |
| 04 Jan 1949 | 23 May 1949 | CVG-7 | CV 32 | F4U-4 | Med |
| 10 Jul 1950 | 10 Nov 1950 | CVG-7 | CVB 41 | AD-4 | Med |
| 20 May 1952 | 08 Jan 1953 | CVG-7 | CV 31 | AD-4 | WestPac/Korea |
| 16 Sep 1953 | 21 Feb 1954 | CVG-7 | CVA 20 | AD-4 | NorLant/Med |
| 04 May 1955 | 10 Dec 1955 | CVG-7 | CVA 12 | AD-6 | WestPac |
| 03 Sep 1957 | 22 Oct 1957 | CVG-7 | CVA 60 | AD-6 | NorLant |
| 02 Sep 1958 | 12 Mar 1959 | CVG-7 | CVA 15 | AD-6 | Med |
| 04 Aug 1960 | 03 Mar 1961 | CVG-7 | CVA 62 | AD-6 | Med |
| 04 Aug 1961 | 19 Dec 1961 | CVG-7 | CVA 62 | AD-6 | Med |
| 19 Apr 1962 | 27 Aug 1962 | CVG-7 | CVA 62 | AD-6 | Med |
| 10 May 1965 | 13 Dec 1965 | CVW-7 | CVA 62 | A-6A | WestPac/Vietnam |
| 13 Jun 1966 | 01 Feb 1967 | CVW-7 | CVA 62 | A-6A | Med |
| 18 Nov 1967 | 28 Jun 1968 | CVW-11 | CVA 63 | A-6A/B | WestPac/Vietnam |
| 09 Jul 1969 | 22 Jan 1970 | CVW-3 | CVA 60 | A-6A | Med |
| 17 Jun 1970 | 09 Nov 1970 | CVW-3 | CVA 60 | A-6A/B | Med |
| 07 Jun 1971 | 28 Oct 1971 | CVW-3 | CVA 60 | A-6A/B & KA-6D | NorLant/Med |
| 11 Apr 1972 | 13 Feb 1973 | CVW-3 | CVA 60 | A-6A/B & KA-6D | WestPac/Vietnam |
| 27 Sep 1974 | 19 Mar 1975 | CVW-3 | CV 60 | A-6E & KA-6D | Med |
| 06 Jan 1976 | 28 Jul 1976 | CVW-3 | CV 60 | A-6E & KA-6D | Med |
| 11 Jul 1977 | 23 Dec 1977 | CVW-3 | CV 60 | A-6E & KA-6D | Med |
| 03 Oct 1978 | 08 Apr 1979 | CVW-3 | CV 60 | A-6E & KA-6D | Med |
| 10 Mar 1980 | 27 Aug 1980 | CVW-3 | CV 60 | A-6E & KA-6D | Med |
| 04 Jan 1982 | 14 Jul 1982 | CVW-3 | CV 67 | A-6E & KA-6D | Med/IO |
| 25 May 1983 | 01 Jul 1983 | CVW-3 | CV 67 | A-6E & KA-6D | NorLant |
| 27 Sep 1983 | 02 May 1984 | CVW-3 | CV 67 | A-6E & KA-6D | SoLant/Med |
| 18 Aug 1986 | 03 Mar 1987 | CVW-3 | CV 67 | A-6E & KA-6D | Med |
| 02 Aug 1988 | 01 Feb 1989 | CVW-3 | CV 67 | A-6E & KA-6D | Med |
| 15 Aug 1990 | 28 Mar 1991 | CVW-3 | CV 67 | A-6E & KA-6D | Med/Red Sea |



A formation of squadron AD-6 Skyraiders.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|--------------------------------|------------------|------------------------|
| CVG-18/CVAG-7/ CVG-7/CVW-7* | L/AG** | 20 Jul 1943 |
| COMFAIRNORFOLK | | 01 Jul 1967 |
| CVW-11 | NH | 10 Oct 1967 |
| COMFAIRNORFOLK | | 28 Jun 1968 |
| CVW-3 | AC | 15 Oct 1968 |

* CVG-18 was redesignated CVAG-7 on 15 November 1946. On 1 September 1948, CVAG-7 was redesignated CVG-7. CVG-7 was redesignated CVW-7 when Carrier Air Group (CVG) designations were redesignated Carrier Air Wings (CVW) on 20 December 1963.

** The tail code was changed from L to AG in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|---|--|-------------|
| NUC | 22 Jun 1952 | 18 Dec 1952 |
| | 05 Jun 1965 | 21 Nov 1965 |
| | 18 May 1972 | 08 Jan 1973 |
| | 14 Aug 1988 | 22 Jan 1989 |
| | 17 Jan 1991 | 28 Feb 1991 |
| WW-II Campaign Medal (Asiatic/ Pacific) | Oct 1944 | Nov 1944 |
| NAVE | 01 Jul 1968 | 31 Dec 1969 |
| AFEM | 24 Oct 1962 | 20 Nov 1962 |
| | 17 Jun 1965 | |
| | 29 Jun 1965 | 03 Jul 1965 |
| | 06 Nov 1983 | 27 Nov 1983 |
| | 02 Dec 1983 | 21 Jan 1984 |
| | 31 Jan 1984 | 22 Feb 1984 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| MUC | 25 Feb 1984 | 29 Feb 1984 |
| | 17 Sep 1970 | 18 Oct 1970 |
| | 01 Jan 1973 | 31 Dec 1973 |
| | 01 Oct 1979 | 15 Nov 1980 |
| NEM | 15 Jul 1982 | 22 Apr 1984 |
| | 18 Oct 1962 | 23 Oct 1962 |
| PUC | 23 Dec 1967 | 01 Jun 1968 |
| VNSM | 04 Jul 1965 | 09 Aug 1965 |
| | 25 Aug 1965 | 21 Sep 1965 |
| | 14 Oct 1965 | 12 Nov 1965 |
| | 22 Dec 1967 | 22 Feb 1968 |
| | 04 Mar 1968 | 27 Mar 1968 |
| | 12 Apr 1968 | 01 May 1968 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 13 May 1968 | 01 Jun 1968 |
| | 06 May 1972 | 07 May 1972 |
| | 17 May 1972 | 22 Jun 1972 |
| | 30 Jun 1972 | 16 Jul 1972 |
| | 27 Jul 1972 | 23 Aug 1972 |
| | 02 Sep 1972 | 19 Sep 1972 |
| | 29 Sep 1972 | 21 Oct 1972 |
| | 25 Oct 1972 | 26 Oct 1972 |
| | 03 Nov 1972 | 08 Dec 1972 |
| | 18 Dec 1972 | 31 Dec 1972 |
| KSM | 18 Jun 1952 | 24 Dec 1952 |
| SASM | 14 Sep 1990 | 28 Mar 1991 |
| KLM | 17 Jan 1991 | 28 Feb 1991 |



A squadron A-6E Intruder refuels from a French Super Etendard off Lebanon in 1984.

VA-76

Lineage

Established as Attack Squadron SEVENTY SIX (VA-76) on 1 June 1955.

Disestablished on 30 September 1969. The first squadron to be assigned the VA-76 designation.

Squadron Insignia and Nickname



The squadron's insignia, reflecting their motto "Fighting Spirits of 76."

The squadron's insignia was approved by CNO on 28 March 1956. The following colors were used for the insignia: blue background with a dark blue border; purple hat with black crown, red piping on brim and a white cockade; black musket; and the scroll was gold with red lettering and outlined in dark blue.

Nickname: Spirits (from motto Fighting Spirits of 76), 1955–1969.

Chronology of Significant Events

Nov–Dec 1956: The squadron operated from *Forrestal* (CVA 59) off the coast of the Azores during the Suez Crisis, awaiting a call to enter the Mediterranean if necessary.

Jun 1961: The squadron deployed aboard *Intrepid* (CVA 11) and operated in the Caribbean during the Dominican Republic crisis.

19 Oct–08 Dec 1962: The squadron deployed aboard *Enterprise* (CVAN 65) and operated in the Caribbean during the Cuban missile crisis and naval blockade.

Mar 1964: Conducted operations in the vicinity of Cyprus during a conflict in that country between Turkish and Greek Cypriots.

31 Jul–3 Oct 1964: While embarked in *Enterprise*, the squadron participated in Operation Sea Orbit, the first circumnavigation of the world by a nuclear task force. The sixty-five day voyage was accomplished without replenishment. The squadron participated in numerous air power demonstrations during the voyage.

8–25 Feb 1965: A detachment of the squadron's A-4C Skyhawks, configured with Sidewinder missiles, were embarked in *Essex* (CVS 9) for an Atlantic Fleet

exercise. The aircraft were used for limited daylight fighter protection for embarked ASW aircraft.

29 May–15 Jun 1965: While temporarily based ashore at Naval Station Roosevelt Roads, Puerto Rico, the squadron flew armed reconnaissance sorties over the Dominican Republic during a crisis in that country.

11 May 1966: The squadron's commanding officer, Commander J. B. Linder, was awarded the Silver Star for leading the squadron on a strike against a mobile SAM site at Thanh Hoa, North Vietnam.

6 Dec 1966: The squadron's commanding officer, Commander A. D. McFall, was killed when his aircraft crashed following a night launch from *Bon Homme Richard* (CVA 31).

1 May 1967: During a sortie against North Vietnam's MiG airfield at Kep, Lieutenant Commander Theodore R. Swartz shot down a MiG-17 with air-to-ground rockets. This was the first, and only, MiG aircraft to be downed by an A-4 Skyhawk during the Vietnam conflict. Lieutenant Commander Swartz received the Silver Star for his action.

14 Jul 1967: The squadron's commanding officer, Commander R. B. Fuller, was shot down during a sortie over North Vietnam. He was released from captivity on 4 March 1973 following the 27 January 1973 cease-fire agreement with North Vietnam.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------|------------------------|
| NAS Oceana | 01 Jun 1955 |
| NAS Lemoore | 24 Aug 1966 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|-------------------------------|-----------------------------|
| CDR F. J. Gibson | 01 Jun 1955 |
| CDR W. R. McQuilkin | 30 Jul 1957 |
| LCDR H. R. Cheuvront | 03 Oct 1958 |
| CDR H. Ricks | 04 Dec 1959 |
| CDR L. M. Nearman | 14 Dec 1960 |
| CDR W. R. Bascom | 18 Dec 1961 |
| CDR J. R. Sanderson | 15 Nov 1962 |
| CDR George A. Reaves III | 11 Dec 1963 |
| CDR Richard C. Boyd | 30 Nov 1964 |
| CDR James B. Linder | 21 Oct 1965 |
| CDR Albert D. McFall | 01 Oct 1966 |
| CDR Robert B. Fuller (acting) | 06 Dec 1966 |
| CDR Robert B. Fuller | 19 Dec 1966 |
| LCDR R. A. Mauldin | 14 Jul 1967 |
| CDR J. J. Barth | 1968 |
| CDR R. A. Mauldin | 1969 |



A squadron F2H-2 Banshee in 1956.

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| F2H-2 | Jul 1955 |
| F9F-8 | 06 Jan 1956 |
| F9F-8B | Apr 1956 |

Aircraft Assignment—Continued

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| A4D-2 | 27 May 1959 |
| A4D-2N/A-4C* | 02 Mar 1962 |

* The A4D-2N designation was changed to A-4C in 1962.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|--------------------------|
| 15 Jan 1957 | 22 Jul 1957 | CVG-1 | CVA 59 | F9F-8B | Med |
| 09 Jun 1958 | 08 Aug 1958 | ATG-181 | CVA 11 | F9F-8B | NorLant |
| 04 Aug 1960 | 17 Feb 1961 | CVG-6 | CVA 11 | A4D-2 | Med |
| 03 Aug 1961 | 01 Mar 1962 | CVG-6 | CVA 11 | A4D-2 | Med |
| 03 Aug 1962 | 11 Oct 1962 | CVG-6 | CVAN 65 | A4D-2N | Med |
| 06 Feb 1963 | 04 Sep 1963 | CVG-6 | CVAN 65 | A-4C | Med |
| 08 Feb 1964 | 03 Oct 1964 | CVW-6 | CVAN 65 | A-4C | Med/World Cruise |
| 26 Oct 1965 | 21 Jun 1966 | CVW-9 | CVAN 65 | A-4C | WestPac/Vietnam |
| 26 Jan 1967 | 25 Aug 1967 | CVW-21 | CVA 31 | A-4C | WestPac/Vietnam |
| 30 Apr 1968 | 27 Jan 1969 | CVW-7 | CVA 62 | A-4C | Med |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| ATG-182 | O* | 01 Jun 1955 |
| CVG-1 | T | Nov 1956 |
| ATG-182 | AN | 23 Jul 1957 |
| ATG-181 | AM | 15 Mar 1958 |
| CVG-6 | AF | 08 Aug 1958 |
| CVG-8 | AJ | 01 Apr 1959 |
| CVG-6/CVW-6† | AF/AE | 29 Aug 1959 |
| CVW-9 | NG | 22 Sep 1965 |

Air Wing Assignments—Continued

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVW-21 | NP | 01 Sep 1966 |
| CVW-7 | AG | Dec 1967 |
| COMFAIRALAMEDA | | 27 Jan 1969 |

*The tail code O was not assigned until 24 July 1956.

† CVG-6 was redesignated CVW-6 when Carrier Air Group (CVG) designations were redesignated Carrier Air Wings (CVW) on 20 December 1963. Sometime in the latter part of 1962 CVG-6's tail code was changed from AF to AE.



Squadron F9F-8Bs prepares for launch from Forrestal (CVA 59) during her first deployment to the Med in 1957.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| AFEM | 03 Jun 1965 | 06 Jun 1965 |
| | 24 Oct 1962 | 03 Dec 1962 |
| NEM | 19 Oct 1962 | 23 Oct 1962 |
| | 04 Jun 1961 | 18 Jun 1961 |
| PUC | 26 Feb 1967 | 30 Jul 1967 |
| VNSM | 02 Dec 1965 | 14 Jan 1966 |
| | 04 Feb 1966 | 23 Feb 1966 |
| | 16 Mar 1966 | 12 Apr 1966 |
| | 22 Apr 1966 | 14 May 1966 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 23 May 1966 | 06 Jun 1966 |
| | 25 Feb 1967 | 21 Mar 1967 |
| | 17 Apr 1967 | 07 May 1967 |
| | 27 Jun 1967 | 29 Jul 1967 |
| RVNGC | 02 Dec 1965 | |
| | 11 Dec 1965 | |
| | 21 Dec 1965 | |
| | 24 Dec 1965 | |
| | 26 Dec 1965 | 30 Dec 1965 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 01 Jan 1966 | 02 Jan 1966 |
| | 04 Jan 1966 | 14 Jan 1966 |
| | 04 Feb 1966 | |
| | 19 Feb 1966 | |
| | 23 Feb 1966 | |
| | 27 Mar 1966 | 28 Mar 1966 |
| | 30 Mar 1966 | 31 Mar 1966 |
| | 02 Apr 1966 | |
| | 11 Apr 1966 | |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 29 Apr 1966 | |
| | 28 Feb 1967 | |
| | 07 Mar 1967 | |
| | 11 Mar 1967 | |
| | 13 Mar 1967 | |
| | 16 Mar 1967 | |
| | 20 Mar 1967 | 21 Mar 1967 |
| | 29 Apr 1967 | 01 May 1967 |
| | 16 May 1967 | 18 May 1967 |



A squadron A-4C Skyhawk on the elevator of Enterprise (CVAN 65) in 1965.

VA-84

Lineage

Established as Attack Squadron EIGHTY FOUR (VA-84) on 15 September 1948.

Disestablished on 29 November 1949. The first squadron to be assigned the VA-84 designation.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 9 May 1949. The following colors were used in the



The squadron's short-lived insignia.

insignia: the four cards had a white background and were outlined in black; the card on the left had a red letter "A" with a torpedo, outlined in black, with a red tip and aft section and a yellow tailfin and mid-section; the next card had a black letter "A" with two bombs, outlined and shaded in black, with a yellow tip and aft section, red tailfin and mid-section; the third card had a red letter "A" with three missiles outlined in black, red tip and tailfins and a white mid-section; the fourth card had a black "A" with black and white crossed machine guns and red bullets with black base and tips; the airplane was blue with black and white markings, a green strip on the tail, the nose was green and white, the gloves were green with white and yellow markings and a red star outlined in black with a white center, the lips and eye of the plane were yellow with a black pupil, the teeth were white and the tongue was red; the cloud was white, outlined in black with light blue shading at the bottom.

Nickname: unknown.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|------------------|------------------------|
| NAAS Oceana | 15 Sep 1948 |
| NAS Jacksonville | 05 Nov 1948 |



Squadron pilots in front of a squadron AM-1 Mauler, circa 1948.

Commanding Officers

| | |
|------------------|-----------------------------|
| | <i>Date Assumed Command</i> |
| LCDR R. P. Kline | 15 Sep 1948 |

Aircraft Assignment—Continued

| | |
|-------------------------|---------------------------------|
| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
| AM-1 | 20 Nov 1948 |

Aircraft Assignment

| | |
|-------------------------|---------------------------------|
| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
| TBM-3E | Nov 1948 |

Air Wing Assignments

| | | |
|-----------------|------------------|------------------------|
| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
| CVG-8 | E | 15 Sep 1948 |



A squadron AM-1 Mauler in flight, circa 1949 (Courtesy Robert Lawson Collection).

VA-85

Lineage

Established as Attack Squadron EIGHTY FIVE (VA-85) on 15 September 1948.

Disestablished on 29 November 1949. The first squadron to be assigned the VA-85 designation.

Squadron Insignia and Nickname

There are no records of an approved insignia or nickname for VA-85.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|------------------|------------------------|
| NAAS Oceana | 15 Sep 1948 |
| NAS Jacksonville | 05 Nov 1948 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|---------------------|-----------------------------|
| LCDR Frank B. Stone | 15 Sep 1948 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| TBM-3E | Oct 1948 |
| AM-1 | 30 Nov 1948 |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-8 | E | 15 Sep 1948 |



A squadron AM-1 Mauler aboard Midway (CVB 41) in May 1949 (Courtesy Wallace Russel Collection).

SECOND VA-85

Lineage

Attack Squadron EIGHT HUNDRED FIFTY NINE (VA-859) was a reserve squadron called to active duty on 1 February 1951.

Redesignated Attack Squadron EIGHTY FIVE (VA-85) on 4 February 1953.

Disestablished on 30 September 1994. The second squadron to be assigned the VA-85 designation.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 22 May 1951. Colors for the woodpecker astride a



The squadron's first insignia.

blue with a red flame and the rocket was shaded light green on top and dark green on the bottom, outlined in black.

Following the squadron's redesignation a new insignia was approved by CNO on 24 May 1954. Colors for the winged bomb insignia were: blue background outlined in red; the clouds and wings were silver with black markings; the lightning bolt was yellow, edged with red; and the bomb was black with silver shading.



The squadron's second insignia was a more stylized designed reflecting its attack mission.

The CNO approved a change in the squadron's insignia on 7 May 1958. Colors for the black falcon insignia are as follows: a white background outlined in black; the falcon is black with a white eye; the scroll has a white background outlined in black, with black lettering.

Nickname: Black Falcons, 1958–1994.



The stylized black falcon was used by the squadron for over 35 years before its disestablishment.

Chronology of Significant Events

May 1958: As part of an Atlantic Fleet training exercise (LANTRAEX 1-58), two of the squadron's AD-6 Skyraiders, flown by Lieutenant (jg)s Strang and Woods, flew nonstop from *Forrestal* (CVA 59), operating off the coast of Jacksonville, Florida, to NAS North Island. The flight was conducted below 1000 feet to demonstrate the low level and long range capability of the squadron. Two days later the aircraft returned, nonstop, to *Forrestal*.

5 Feb 1963: The squadron's commanding officer, Commander C. H. Mundt, was killed in an air crash.

22 Dec 1965: The squadron's commanding officer, Commander B. J. Cartwright, and his bombardier/navigator, Lieutenant Ed Gold, failed to return from a strike into North Vietnam and are listed as missing in action, presumed dead.

21 Apr 1966: The squadron's commanding officer, Commander J. E. Keller, and his bombardier/navigator, Lieutenant Commander E. E. Austin, were killed in action during a mission over North Vietnam.

27 Apr 1966: While serving with VA-85 as a bombardier/navigator in an A-6A, Lieutenant (jg) Brian E. Westin was awarded the Navy Cross for heroism during a combat mission over North Vietnam when he risked his own life to save that of his wounded pilot, Lieutenant W. R. Westerman.

6 Sep 1968: The squadron's commanding officer, Commander K. L. Coskey, was shot down over North Vietnam. His bombardier/navigator, Lieutenant Commander R. G. McKee, was rescued but Commander Coskey became a POW. He survived the internment at Hanoi and was released on 14 March 1973.

Jul 1974: Following a coup that overthrew the government of Cyprus, VA-85 operated from *Forrestal* in the vicinity of Cyprus and provided air cover for the evacuation of Americans and foreign nationals from the island.

May–Jun 1981: Following increased military action and Israeli reprisal raids against Syrian missile positions in southern Lebanon, *Forrestal* was ordered to the eastern Mediterranean. VA-85 operated from the carrier while on station off the coast of Lebanon.

Jul 1982: Following the Israeli invasion of Lebanon in June and the siege of west Beirut, *Forrestal* operated off

the coast of Lebanon with VA-85 prepared to provide air support for a possible evacuation of Americans.

Aug-Sep 1982: *Forrestal* and its embarked squadrons provided air cover for the landing of 800 U.S. Marines in Beirut, Lebanon. The Marines became part of the multi-national peacekeeping force in that country.

4 Dec 1983: During *Kennedy's* operations off the coast of Lebanon in support of the Multi-national Peacekeeping Force, several of the carrier's F-14 reconnaissance aircraft received hostile fire from Syrian surface-to-air missile and anti-aircraft positions on 3 December. A retaliatory strike was flown by elements of CVW-3 and aircraft from *Independence* (CV 62) against the Syrian anti-aircraft positions near Hammana, Lebanon. One of the squadron's A-6Es was lost in the attack, its pilot, Lieutenant Mark Lange, was killed and the NFO, Lieutenant Robert Goodman, was captured by the Syrians. He was released 4 January 1985.

Jul 1984: The squadron operated in the Caribbean and off the coast of Central America to assist the Coast Guard with drug interdiction operations.

10 Oct 1985: The squadron's KA-6D tanker aircraft refueled F-14s from *Saratoga* (CV 60) enroute to their intercept of an Egyptian 737 airliner that was carrying Arab terrorists who had hijacked the Italian cruise ship Achille Lauro on 7 October and murdered an American citizen. The F-14s forced the airliner to land at NAS Sigonella, Sicily, leading to the capture of the terrorists.

24 Mar 1986: Libyan missiles were fired at U.S. Naval forces operating in the Gulf of Sidra. This action precipitated a retaliation against Libya by squadrons

from *Saratoga* (CV 60), *America* (CV 66) and *Coral Sea* (CV 43). VA-85's A-6Es conducted a follow-up attack with Rockeye bombs on a Libyan Combattante II G-class fast attack missile craft that had been hit by a Harpoon missile fired by a VA-34 aircraft. The attack resulted in the sinking of the Combattante II. VA-85 aircraft also attacked a Nanuchka II class missile corvette with Rockeyes, damaging the corvette.

25 Mar 1986: VA-55 attacked a Nanuchka with Rockeyes, damaging but not stopping the corvette. A VA-85 aircraft then launched a Harpoon against the corvette which resulted in its sinking.

6 Sep 1989: Squadron aircraft flew missions in support of the evacuation of personnel from the American Embassy in Beirut, Lebanon, due to the unstable situation in that country.

17 Jan-28 Feb 1991: The squadron participated in Operation Desert Storm, combat strikes against targets in Iraq and the Kuwaiti theater of operations. During this period of combat the squadron flew 585 combat sorties, consisting of 1,700 flight hours and expended over 850 tons of ordnance.

Aug 1993: Squadron aircraft flew missions over Bosnia-Herzegovina in support of U. N. Operation Deny Flight.

Nov 1993: Squadron aircraft flew sorties over Mogadishu, Somalia, in support of U. N. Operation Continue Hope.

Dec 1993: Squadron aircraft provided support for reconnaissance missions over southern Iraq, part of Operation Southern Watch.



A squadron AD-6 Skyraider during its deployment to the Med aboard Lake Champlain (CVA 39) in 1954-1955.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-------------------|------------------------|
| NAS Niagara Falls | 01 Feb 1951 |
| NAS Jacksonville | 05 Apr 1951 |
| NAS Quonset Point | 26 Sep 1951 |
| NAS Oceana | 11 Jun 1952 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|---------------------------|-----------------------------|
| LCDR Richard E. Moot | 01 Feb 1951 |
| LCDR Joe W. Williams, Jr. | 26 Sep 1952 |
| CDR Adolph Mencin | Mar 1954 |
| CDR Charles H. Jaep III | 06 May 1955 |
| CDR Jack C. Heishman | Sep 1956 |
| CDR M. G. Bramilla, Jr. | Sep 1957 |
| CDR E. M. Coppola | 05 Sep 1958 |
| CDR Howard C. Lee | 25 Mar 1959 |
| CDR William Carrier, Jr. | 29 Nov 1960 |
| CDR N. O. Scott, Jr. | Dec 1961 |
| CDR Clinton H. Mundt | 21 Dec 1962 |
| CDR John C. McKee | 05 Feb 1963 |
| CDR A. H. Barie | Feb 1964 |
| CDR Billie J. Cartwright | 15 Apr 1964 |
| CDR J. E. Keller | 22 Dec 1965 |
| CDR Ronald J. Hays | 21 Apr 1966 |
| CDR J. C. Patterson | 20 Jun 1967 |
| CDR Ken L. Coskey | 28 Jun 1968 |
| CDR Charles B. Hunter | 06 Sep 1968 |
| CDR Herbert A. Hope, Jr. | 06 Jun 1969 |
| CDR Donald H. Westbrook | 05 Jun 1970 |
| CDR David W. Timberlake | 08 May 1971 |
| CDR Michael R. Hall | 30 May 1972 |
| CDR Arthur M. Page | 01 May 1973 |
| CDR Donald V. Boecker | 01 Jul 1974 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|----------------------------|-----------------------------|
| CDR Richard C. Allen | 07 Nov 1975 |
| CDR Charles R. Bubeck | 25 Feb 1977 |
| CDR Bruce B. Bremner | May 1978 |
| CDR Ronald J. Zlatoper | 26 Jun 1979 |
| CDR Daniel P. Wright | 07 Aug 1980 |
| CDR John I. Dow | 10 Dec 1981 |
| CDR Kirby E. Hughes II | 18 Feb 1983 |
| CDR Paul L. Bernard | 17 Aug 1984 |
| CDR Robert W. Day | 01 Jul 1985 |
| CDR Robert A. Tolhurst | 16 Sep 1986 |
| CDR James B. Stone, Jr. | 11 Mar 1988 |
| CDR Dean W. Ellerman, Jr. | 05 Jun 1989 |
| CDR Lewis W. Crenshaw, Jr. | 16 Aug 1990 |
| CDR Ralph C. Miko | 01 Sep 1991 |
| CDR Bruce A. Weber | 22 Sep 1992 |
| CDR John W. Scheffler | 29 Sep 1993 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| TBM-3E | * |
| AD-2 | 05 Mar 1951 |
| AD-4 | Jul 1952 |
| AD-6/A-1H‡ | Jan 1954† |
| A-6A | 06 Mar 1964 |
| KA-6D | 18 Nov 1970 |
| A-6E§ | 09 Dec 1971 |

* During its reserve duty prior to 1 February 1951, the squadron flew the TBM-3E.

† The full complement of AD-6s was not received until May 1954.

‡ The AD-6 designation was changed to A-1H in 1962.

§ VA-85 was the first fleet squadron to receive the A-6E.



A squadron Skyraider, circa 1963 or 1964.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 28 Nov 1951 | 11 Jun 1952 | CVG-8 | CV 40 | AD-2 | Med |
| 26 Apr 1953 | 21 Oct 1953 | CVG-8 | CVA 43 | AD-4 | Med |
| 27 Sep 1954 | 15 Apr 1955 | CVG-8 | CVA 39 | AD-6 | Med |
| 12 Mar 1956 | 05 Sep 1956 | CVG-8 | CVA 11 | AD-6 | Med |
| 28 Jan 1960 | 31 Aug 1960 | CVG-8 | CVA 59 | AD-6 | Med |
| 09 Feb 1961 | 25 Aug 1961 | CVG-8 | CVA 59 | AD-6 | Med |
| 03 Aug 1962 | 02 Mar 1963 | CVG-8 | CVA 59 | AD-6/A-1H | Med |
| 19 Oct 1965 | 13 Jun 1966 | CVW-11 | CVA 63 | A-6A | WestPac/Vietnam |
| 05 Nov 1966 | 19 Jun 1967 | CVW-11 | CVA 63 | A-6A | WestPac/Vietnam |
| 10 Apr 1968 | 16 Dec 1968 | CVW-6 | CVA 66 | A-6A/B | WestPac/Vietnam |
| 11 Aug 1969 | 08 May 1970 | CVW-14 | CVA 64 | A-6A/B | WestPac/Vietnam |
| 05 Jan 1971 | 02 Jul 1971 | CVW-17 | CVA 59 | A-6A & KA-6D | Med |
| 22 Sep 1972 | 06 Jul 1973 | CVW-17 | CVA 59 | A-6E & KA-6D | Med |
| 11 Mar 1974 | 11 Sep 1974 | CVW-17 | CVA 59 | A-6E & KA-6D | Med |
| 05 Mar 1975 | 22 Sep 1975 | CVW-17 | CV 59 | A-6E & KA-6D | Med |
| 04 Apr 1978 | 26 Oct 1978 | CVW-17 | CV 59 | A-6E & KA-6D | Med/NorLant |
| 27 Nov 1979 | 07 May 1980 | CVW-17 | CV 59 | A-6E & KA-6D | Med |
| 02 Mar 1981 | 15 Sep 1981 | CVW-17 | CV 59 | A-6E & KA-6D | Med/NorLant |
| 08 Jun 1982 | 16 Nov 1982 | CVW-17 | CV 59 | A-6E & KA-6D | Med/IO |
| 25 May 1983 | 01 Jul 1983 | CVW-3 | CV 67 | A-6E | NorLant |
| 27 Sep 1983 | 02 May 1984 | CVW-3 | CV 67 | A-6E | SoLant/Med |
| 25 Aug 1985 | 16 Apr 1986 | CVW-17 | CV 60 | A-6E & KA-6D | Med/IO |
| 05 Jun 1987 | 17 Nov 1987 | CVW-17 | CV 60 | A-6E & KA-6D | Med |
| 08 Feb 1989 | 03 Apr 1989 | CVW-1 | CV 66 | A-6E & KA-6D | Carib/NorLant |
| 11 May 1989 | 10 Nov 1989 | CVW-1 | CV 66 | A-6E & KA-6D | Med/IO |
| 28 Dec 1990 | 18 Apr 1991 | CVW-1 | CV 66 | A-6E & KA-6D | Med/Red Sea/ Persian Gulf |
| 21 Aug 1991 | 11 Oct 1991 | CVW-1 | CV 66 | A-6E & KA-6D | NorLant |
| 02 Dec 1991 | 06 Jun 1992 | CVW-1 | CV 66 | A-6E & KA-6D | Med/Red Sea/ Persian Gulf |
| 11 Aug 1993 | 05 Feb 1994 | CVW-1 | CV 66 | A-6E | Med |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-8 | E/AJ* | 05 Apr 1951 |
| CVG-1 | AB | 19 May 1963 |
| CVG-8/CVW-8† | AJ | 25 May 1963 |
| COMFAIRNORFOLK | | 06 Apr 1964 |
| CVW-11 | NH | 23 Jul 1965 |
| COMFAIRNORFOLK | | 12 Aug 1965 |
| CVW-11 | NH | 23 Sep 1965 |
| COMFAIRNORFOLK | | 10 Jun 1966 |
| CVW-11 | NH | 25 Sep 1966 |
| COMFAIRNORFOLK | | Jun 1967 |
| CVW-6 | AE | 01 Oct 1967 |
| CVW-14 | NK | 01 Apr 1969 |
| COMFAIRNORFOLK | | May 1970 |
| CVW-17 | AA | 01 Aug 1970 |
| CVW-3 | AC | 01 Jan 1983 |
| CVW-17 | AA | 31 Dec 1984 |
| CVW-1 | AB | 01 Jan 1988 |

* The tail code was changed from E to AJ in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

† CVG-8 was redesignated CVW-8 when Carrier Air Group (CVG) designations were redesignated Carrier Air Wings (CVW) on 20 December 1963.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NAVE | 01 Jul 1963 | 30 Jun 1964 |
| | 01 Jan 1973 | 30 Jun 1974 |
| | 01 Jul 1975 | 30 Sep 1976 |
| | 16 Oct 1969 | 24 Oct 1969 |
| | 16 Mar 1970 | 23 Mar 1970 |
| AFEM | 06 Nov 1983 | 27 Nov 1983 |
| | 02 Dec 1983 | 21 Jan 1984 |
| | 31 Jan 1984 | 22 Feb 1984 |
| | 25 Feb 1984 | 29 Feb 1984 |
| | 07 Sep 1969 | 30 Apr 1970 |
| MUC | | |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 15 Jul 1982 | 22 Apr 1984 |
| NEM | 20 Jan 1986 | 29 Mar 1986 |
| NUC | 04 Dec 1966 | 28 Apr 1967 |
| | 12 May 1968 | 20 Nov 1968 |
| | 10 Oct 1985 | 11 Oct 1985 |
| | 23 Mar 1986 | 29 Mar 1986 |
| | 17 Jan 1991 | 07 Feb 1991 |
| RVNGC | 15 Jan 1966 | 19 Jan 1966 |
| | 23 Jan 1966 | 27 Jan 1966 |
| | 30 Jan 1966 | |
| | 03 Feb 1966 | |
| | 07 Mar 1966 | |
| | 10 Mar 1966 | |
| | 13 Mar 1966 | |
| | 22 Apr 1966 | |
| VNSM | 25 Nov 1965 | 23 Dec 1965 |
| | 15 Jan 1966 | 04 Feb 1966 |
| | 01 Apr 1966 | 29 Apr 1966 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 08 May 1966 | 26 May 1966 |
| | 08 Dec 1966 | 03 Jan 1967 |
| | 02 Mar 1967 | 28 Mar 1967 |
| | 12 Apr 1967 | 28 Apr 1967 |
| | 08 May 1967 | 23 May 1967 |
| | 29 May 1968 | 28 Jun 1968 |
| | 06 Jul 1968 | 03 Aug 1968 |
| | 17 Aug 1968 | 12 Sep 1968 |
| | 27 Sep 1968 | 30 Oct 1968 |
| | 11 Sep 1969 | 03 Oct 1969 |
| | 01 Nov 1969 | 23 Nov 1969 |
| | 07 Dec 1969 | 22 Dec 1969 |
| | 05 Jan 1970 | 30 Jan 1970 |
| | 12 Feb 1970 | 01 Mar 1970 |
| | 26 Mar 1970 | 17 Apr 1970 |
| SASM | 15 Jan 1991 | 03 Apr 1991 |
| KLM | 17 Jan 1991 | 28 Feb 1991 |



A squadron A-6E Intruder, with CAG markings, landing aboard America (CV 66) in 1993.

VA-93

Lineage

Established as Fighter Squadron NINETY THREE (VF-93) on 26 March 1952.

Redesignated Attack Squadron NINETY THREE (VA-93) on 15 September 1956.

Disestablished on 31 August 1986. The first squadron to be assigned the VA-93 designation.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 14 April 1954. Colors for the flying tiger shark



The flying tiger shark was the squadron's first insignia.

Following the squadron's redesignation a new insignia was approved by CNO on 8 May 1957. The skull and stylized aircraft insignia colors were: a dark blue background; white clouds outlined in black; black skull with white highlights and red eyes; yellow lightning bolts outlined in black; silver gray aircraft outlined in

black; the upper part of the shark was dark blue, the lower part white and the shark was outlined in black; gold wings with a white eye and red pupil; the carrier was gray outlined in black with white streaks running from the carrier to the tail of the shark.



The skull and stylized aircraft insignia was adopted by the squadron in 1957.



The stylized aircraft design was the last insignia used by the squadron.

black and red contrails outlined in black; a white scroll outlined in black with black letters.

A new insignia was approved by CNO on 19 November 1965. Insignia colors for the stylized aircraft with a series of circles were: a dark blue outer circle followed by a medium blue circle, then a light

blue circle and a white center; the stylized aircraft were dark blue with red contrails; the scroll had a white background outlined in black, with black lettering.

Nickname: Blue Blazers, 1954–1976.

Ravens, 1976–1986.

Chronology of Significant Events

May 1963: Following the military losses of the Lao neutralist to the Pathet Lao in the Plaine de Jarres, Laos, *Ranger* (CVA 61) transited to the South China Sea to support possible operations in Laos.

15 Oct 1963: The squadron established a Detachment Q for deployment aboard the anti-submarine carrier *Bennington* (CVS 20) to provide daylight fighter protection for the ASW aircraft. The detachment flew A-4B Skyhawks.

7 Feb 1965: Following a Viet Cong attack against the American advisors compound at Pleiku, South Vietnam, a reprisal strike, named Flaming Dart I, was ordered by the President. VA-93 participated in this strike, but upon reaching the target, the military barracks at Vit Thu Lu, the mission was aborted due to the weather.

11 Feb 1965: Participated in Flaming Dart II, retaliatory strikes against the military barracks at Chanh Hoa, North Vietnam.

15 Mar 1965: Participated in Rolling Thunder strikes against ammunition storage area in Phu Qui, North Vietnam.

May-Oct 1972: Participated in Operation Linebacker I, heavy air strikes against targets in North Vietnam to reduce that country's ability to continue the war effort in South Vietnam.

Apr 1975: Participated in Operation Frequent Wind, the evacuation of American personnel from Saigon, South Vietnam as the country fell to the communists.

Aug-Sep 1976: Operated near the Korea Peninsula following the murder of U.S. military personnel in the Korean DMZ by North Koreans.

Nov-Dec 1979: In response to the seizure of the American Embassy and its staff, by an Iranian mob, and the Soviet invasion of Afghanistan, *Midway* (CV 41) operated in the Arabian Sea.

May-Jun 1980: Following the massacre of several hundred people in the city of Kwangju, South Korea, *Midway* operated off the coast of South Korea until the crisis had subsided.

Dec 1981: Following unrest in Korea, *Midway* operated off the coast of South Korea for several days.

Home Port Assignment

| <i>Location</i> | <i>Assignment Date</i> |
|------------------------------------|------------------------|
| NAS Alameda | 26 Mar 1952 |
| NAS Lemoore | 08 Mar 1962 |
| NS Yokosuka (NAF Atsugi & Misawa)* | 05 Oct 1973* |
| NAS Lemoore | 16 Apr 1986 |

* VA-93, along with CVW-5 and *Midway* (CVA 41), were part of a program to permanently assign a carrier and air wing to an overseas home port. *Midway's* new home port was NS Yokosuka, Japan, and the squadron would normally operate out of NAF Atsugi or Misawa when the carrier was at NS Yokosuka. The assignment was effective 30 June 1973. However, the squadron did not arrive until 5 October 1973.

Commanding Officers

| | <i>Date Assumed Command</i> |
|---------------------------|-----------------------------|
| LCDR E. W. Smith (acting) | 26 Mar 1952 |
| LCDR W. E. Carver | 23 Apr 1952 |
| LCDR J. T. Barker | May 1953 |
| CDR G. E. Hartley | Jul 1955 |
| CDR Paul E. Padget | 24 Sep 1956 |
| CDR Robert F. Kanze | 30 Apr 1958 |
| CDR E. W. Gendron | 27 May 1959 |
| CDR William H. Hile, Jr. | 21 Jul 1960 |
| CDR J. W. Porter, Jr. | 09 Jun 1961 |
| CDR Robert F. Schoultz | 27 Mar 1962 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|-------------------------------|-----------------------------|
| CDR William M. Gortney | 02 Mar 1963 |
| CDR E. W. O'Callaghan | 05 Feb 1964 |
| CDR A. J. Monger | 11 Jan 1965 |
| CDR W. G. Sizemore | 04 Jan 1966 |
| CDR R. S. Salin | Jan 1967 |
| CDR R. R. Wilson | 17 Jan 1968 |
| CDR Thomas W. Schaaf | 10 Jul 1968 |
| CDR David L. Glunt, Jr. | 19 Jan 1970 |
| CDR Edwin R. Kohn, Jr. | 19 Nov 1970 |
| CDR Carl E. Erie | 22 Jul 1971 |
| CDR Jerry L. Terrell | 13 Jul 1972 |
| CDR Douglas L. Clarke | 29 Jan 1973 |
| CDR Walter V. Roeser | 10 May 1974 |
| CDR William A. Dougherty, Jr. | 06 Jun 1975 |
| CDR Rodger W. Wright | 18 Sep 1976 |
| CDR John W. Patterson | 3 Jan 1977 |
| CDR Clarence S. Vaught | 30 Mar 1978 |
| CDR Eugene F. Mitchell | 22 Jun 1979 |
| CDR Marion R. Rackowitz | 22 Oct 1980 |
| CDR James H. Finney | 21 Dec 1981 |
| CDR Dennis W. Irelan | 11 May 1982 |
| CDR Harry W. Hartsell | 04 Oct 1984 |
| CDR David V. Park* | 15 Jun 1986 |

* Commander Park assumed the duties of VA-93 as Officer in Charge, not Commanding Officer.



A squadron F9F-8 Cougar flies along side a VC-61 Det M F9F-8 during deployment to WestPac in 1956 aboard Oriskany (CVA 34).

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| FG-1D | May 1952 |
| F9F-2 | May 1952 |
| F9F-5 | Sep 1953 |
| F9F-8 | Jan 1955 |
| A4D-1 | 26 Nov 1956 |
| A4D-2 | 25 May 1958 |
| A4D-2N/A-4C* | 01 Sep 1960 |

Aircraft Assignment—Continued

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| A-4B | 15 Oct 1963 |
| A-4E | Sep 1966 |
| A-4F | Sep 1967 |
| A-7B | 20 Apr 1969 |
| A-7A | Mar 1973 |
| A-7E | Apr 1977 |

* The A4D-2N designation was changed to A-4C in 1962.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 15 Dec 1952 | 14 Aug 1953 | CVG-9 | CVA 47 | F9F-2 | Korea |
| 11 May 1954 | 12 Dec 1954 | CVG-9 | CVA 12 | F9F-5 | World Cruise |
| 11 Feb 1956 | 13 Jun 1956 | CVG-9 | CVA 34 | F9F-8 | WestPac |
| 16 Sep 1957 | 25 Apr 1958 | CVG-9 | CVA 14 | A4D-1 | WestPac |
| 06 Feb 1960 | 30 Aug 1960 | CVG-9 | CVA 61 | A4D-2 | WestPac |
| 11 Aug 1961 | 08 Mar 1962 | CVG-9 | CVA 61 | A4D-2N | WestPac |
| 09 Nov 1962 | 14 Jun 1963 | CVG-9 | CVA 61 | A-4C | WestPac |
| 05 Aug 1964 | 06 May 1965 | CVW-9 | CVA 61 | A-4C | WestPac/Vietnam |
| 26 Oct 1965 | 21 Jun 1966 | CVW-9 | CVAN 65 | A-4C | WestPac/Vietnam |
| 05 Jan 1967 | 22 Jul 1967 | CVW-5 | CVA 19 | A-4E | WestPac/Vietnam |
| 27 Jan 1968 | 10 Oct 1968 | CVW-5 | CVA 31 | A-4F | WestPac/Vietnam |
| 14 Oct 1969 | 01 Jun 1970 | CVW-2 | CVA 61 | A-7B | WestPac/Vietnam |
| 16 Apr 1971 | 06 Nov 1971 | CVW-5 | CVA 41 | A-7B | WestPac/Vietnam |
| 10 Apr 1972 | 03 Mar 1973 | CVW-5 | CVA 41 | A-7B | WestPac/Vietnam |
| 11 Sep 1973 | 05 Oct 1973 | CVW-5 | CVA 41 | A-7A | WestPac* |
| 26 Nov 1973 | 22 Dec 1973 | CVW-5 | CVA 41 | A-7A | WestPac |
| 29 Jan 1974 | 06 Mar 1974 | CVW-5 | CVA 41 | A-7A | WestPac |
| 18 Oct 1974 | 20 Dec 1974 | CVW-5 | CVA 41 | A-7A | WestPac |
| 13 Jan 1975 | 18 Feb 1975 | CVW-5 | CVA 41 | A-7A | WestPac |
| 31 Mar 1975 | 29 May 1975 | CVW-5 | CVA 41 | A-7A | WestPac |
| 04 Oct 1975 | 19 Dec 1975 | CVW-5 | CV 41 | A-7A | WestPac/IO |
| 13 Mar 1976 | 26 Apr 1976 | CVW-5 | CV 41 | A-7A | WestPac |
| 19 May 1976 | 22 Jun 1976 | CVW-5 | CV 41 | A-7A | WestPac |
| 09 Jul 1976 | 04 Aug 1976 | CVW-5 | CV 41 | A-7A | WestPac |
| 01 Nov 1976 | 17 Dec 1976 | CVW-5 | CV 41 | A-7A | WestPac |
| 11 Jan 1977 | 01 Mar 1977 | CVW-5 | CV 41 | A-7A | WestPac |
| 19 Apr 1977 | 25 Apr 1977 | CVW-5 | CV 41 | A-7A | WestPac† |
| 18 Aug 1977 | 02 Sep 1977 | CVW-5 | CV 41 | A-7E | WestPac |
| 27 Sep 1977 | 21 Dec 1977 | CVW-5 | CV 41 | A-7E | WestPac/IO |
| 11 Apr 1978 | 23 May 1978 | CVW-5 | CV 41 | A-7E | WestPac |
| 09 Nov 1978 | 23 Dec 1978 | CVW-5 | CV 41 | A-7E | WestPac |
| 11 Jan 1979 | 20 Feb 1979 | CVW-5 | CV 41 | A-7E | WestPac |
| 07 Apr 1979 | 18 Jun 1979 | CVW-5 | CV 41 | A-7E | IO |
| 20 Aug 1979 | 14 Sep 1979 | CVW-5 | CV 41 | A-7E | WestPac |
| 30 Sep 1979 | 20 Feb 1980 | CVW-5 | CV 41 | A-7E | IO |
| 14 Jul 1980 | 26 Nov 1980 | CVW-5 | CV 41 | A-7E | WestPac/IO |
| 23 Feb 1981 | 05 Jun 1981 | CVW-5 | CV 41 | A-7E | WestPac/IO |
| 26 Jun 1981 | 16 Jul 1981 | CVW-5 | CV 41 | A-7E | WestPac |
| 03 Sep 1981 | 06 Oct 1981 | CVW-5 | CV 41 | A-7E | WestPac |
| 26 Apr 1982 | 18 Jun 1982 | CVW-5 | CV 41 | A-7E | WestPac |
| 14 Sep 1982 | 11 Dec 1982 | CVW-5 | CV 41 | A-7E | NorPac/WestPac |
| 02 Jun 1983 | 14 Aug 1983 | CVW-5 | CV 41 | A-7E | WestPac |

Major Overseas Deployments—Continued

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 25 Oct 1983 | 11 Dec 1983 | CVW-5 | CV 41 | A-7E | WestPac |
| 28 Dec 1983 | 23 May 1984 | CVW-5 | CV 41 | A-7E | IO |
| 15 Oct 1984 | 12 Dec 1984 | CVW-5 | CV 41 | A-7E | WestPac |
| 01 Feb 1985 | 28 Mar 1985 | CVW-5 | CV 41 | A-7E | WestPac |
| 10 Jun 1985 | 14 Oct 1985 | CVW-5 | CV 41 | A-7E | IO/WestPac |
| 15 Nov 1985 | 12 Dec 1985 | CVW-5 | CV 41 | A-7E | WestPac |
| 17 Jan 1986 | 30 Mar 1986 | CVW-5 | CV 41 | A-7E | WestPac |

* *Midway* (CVA 41) with CVW-5 and its assigned squadrons, including VA-93, were forward deployed and home ported overseas at NS Yokosuka, Japan. Only operations outside the home waters of Japan are listed as deployments.

† During the period 25 April to 17 August 1977, VA-93 was shore based at NAS Cubi Point, Philippines, transitioning from the A-7A to the A-7E.



A squadron A-4E Skyhawk aboard *Hancock* (CVA 19) during their 1967 combat cruise to Vietnam. Notice the stylized aircraft on the fuselage aft of the jet intake.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-9/CVW-9† | N/NG* | Mar 1952 |
| CVW-5 | NF | 01 Aug 1966 |
| COMFAIRALAMEDA | | 01 Nov 1968 |
| CVW-2 | NE | 19 May 1969 |
| COMFAIRLEMOORE | | 01 Jun 1970 |
| CVW-16 | AH | 01 Sep 1970 |
| CVW-5 | NF | 16 Feb 1971 |

* The tail code was changed from N to NG in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

† CVG-9 was redesignated CVW-9 when Carrier Air Group (CVG) designations were redesignated Carrier Air Wings (CVW) on 20 December 1963.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| KPUC | 25 Jan 1953 | 27 Jul 1953 |
| NUC | 31 Jan 1953 | 27 Jul 1953 |
| | 29 Apr 1975 | 30 Apr 1975 |
| | 01 Jan 1978 | 30 Jun 1979 |
| MUC | 27 Oct 1969 | 12 May 1970 |
| | 07 May 1971 | 28 Oct 1971 |
| | 13 Nov 1979 | 08 Feb 1980 |
| | 27 Jul 1982 | 01 May 1984 |
| NAVE | 01 Jul 1962 | 30 Jun 1963 |
| | 01 Jan 1970 | 30 Jun 1971 |
| | 01 Jan 1982 | 30 Jun 1983 |
| AFEM | 24 Jun 1960 | 25 Jun 1960 |
| | 01 May 1963 | 05 May 1963 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 19 Sep 1964 | 20 Sep 1964 |
| | 01 Oct 1964 | 09 Oct 1964 |
| | 28 Nov 1964 | 30 Dec 1964 |
| | 17 Jan 1965 | 17 Mar 1965 |
| | 04 Apr 1965 | 13 Apr 1965 |
| | 04 May 1968 | 07 May 1968 |
| | 10 Jan 1970 | 13 Jan 1970 |
| | 12 Apr 1970 | 13 Apr 1970 |
| | 29 Apr 1975 | 30 Apr 1975 |
| HSM | 29 Apr 1975 | 30 Apr 1975 |
| NEM | 15 Apr 1979 | 06 Jun 1979 |
| | 21 Nov 1979 | 07 Feb 1980 |
| | 19 Aug 1980 | 13 Nov 1980 |
| | 12 Mar 1981 | 19 May 1981 |
| PUC | 30 Apr 1972 | 09 Feb 1973 |
| RVNGC | 30 Mar 1972 | 15 Jul 1972 |
| VNSM | 02 Dec 1965 | 14 Jan 1966 |
| | 04 Feb 1966 | 23 Feb 1966 |
| | 16 Mar 1966 | 12 Apr 1966 |
| | 22 Apr 1966 | 14 May 1966 |
| | 23 May 1966 | 06 Jun 1966 |
| | 05 Feb 1967 | 25 Feb 1967 |
| | 15 Mar 1967 | 12 Apr 1967 |
| | 28 Apr 1967 | 04 Jun 1967 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 12 Jun 1967 | 27 Jun 1967 |
| | 20 Feb 1968 | 24 Mar 1968 |
| | 13 Jun 1968 | 07 Jul 1968 |
| | 21 Jul 1968 | 18 Aug 1968 |
| | 27 Aug 1968 | 14 Sep 1968 |
| | 16 Nov 1969 | 07 Dec 1969 |
| | 17 Dec 1969 | 06 Jan 1970 |
| | 29 Jan 1970 | 18 Feb 1970 |
| | 27 Feb 1970 | 30 Mar 1970 |
| | 16 Apr 1970 | 13 May 1970 |
| | 17 May 1971 | 09 Jun 1971 |
| | 29 Jun 1971 | 20 Jul 1971 |
| | 31 Jul 1971 | 17 Aug 1971 |
| | 26 Sep 1971 | 11 Oct 1971 |
| | 01 May 1972 | 01 Jun 1972 |
| | 11 Jun 1972 | 07 Jul 1972 |
| | 16 Jul 1972 | 13 Aug 1972 |
| | 23 Aug 1972 | 10 Sep 1972 |
| | 19 Sep 1972 | 12 Oct 1972 |
| | 23 Oct 1972 | 23 Nov 1972 |
| | 03 Dec 1972 | 22 Dec 1972 |
| | 31 Dec 1972 | |
| | 04 Jan 1973 | 24 Jan 1973 |
| | 03 Feb 1973 | 09 Feb 1973 |



A flight of squadron A-7B Corsair IIs in 1969.

VA-94

Lineage

Established as Bombing Squadron NINETY NINE (VB-99) on 1 July 1943.

Redesignated Bombing Squadron TWENTY (VB-20) on 15 October 1943.

Redesignated Attack Squadron NINE A (VA-9A) on 15 November 1946.

Redesignated Attack Squadron NINETY FOUR (VA-94) on 12 August 1948.

Disestablished on 30 November 1949. The first squadron to be assigned the VA-94 designation.

Squadron Insignia and Nickname

The squadron insignia was approved by CNO on 9 December 1943. Colors for the cat and skull insignia



The squadron insignia was approved for use in December 1943.

were: light blue background with white border and dark blue outline; the cat was black and white with green eyes; the skull was shaded white and green with black outlines and shadows; helmet was mustard yellow, goggles were brown with white shading, the glasses were green and black; and a yellow bomb with brown and white shading.

Nickname: Bombing Twenty's Tough Kitty, 1943–1946.

Chronology of Significant Events

Jul-Oct 1943: VB-99 was established as an experimental squadron for the new SB2C aircraft until its redesignation as VB-20 and assignment to CVG-20.

31 Aug 1944: The squadron's first combat action involved an attack on the Bonin Islands.

Sep 1944: The squadron participated in pre-invasion strikes on Palau Islands and provided air support for landings on Peleliu Island.

Oct 1944: Squadron aircraft participated in air strikes against Okinawa, Formosa and Luzon.

24 Oct 1944: The squadron participated in the Battle for Leyte Gulf. VB-20's SB2Cs flew sorties against a powerful Japanese surface force in the Sibuyan Sea. These attacks contributed to the sinking of the *Musashi*, one of the two largest battleships in the world. The following squadron personnel were awarded the Navy Cross for this action: Ensigns M. E. Adams, R. J. Barnes, H. A. Koster, R. D. Olson, M. T.

Ross, and D. D. J. Spanagel; Lieutenant (jg)s P. P. Cook, J. M. Glynn, R. D. Reed, J. P. Trytten, and J. E. Tsarnas; Lieutenants W. N. Christensen, J. S. Cooper, H. C. Hogan, R. E. Moore, R. D. Warner and R. S. Wilcox; and Commander R. E. Riera.

25 Oct 1944: Squadron aircraft were part of the Fast Carrier Task Force that attacked the Japanese carrier force in the Battle of Cape Engano. Four Japanese carriers were sunk during this engagement. The following squadron personnel were awarded the Navy Cross for their actions during the Battle of Cape Engano: Ensigns H. C. Bearden, D. F. Hughes, C. Z. Stevens III, and W. P. Wright; Lieutenant (jg) W. C. Phtilla; Lieutenants W. W. Anderson, C. Burkhart and L. C. Flynt; and Commander R. E. Riera.

Nov 1944: Squadron aircraft flew strikes against a Japanese troop convoy in Ormoc Bay, Leyte and enemy positions on Luzon.

Dec 1944: The squadron participated in strikes flown against Luzon.

Jan 1945: Squadron aircraft flew strikes against Luzon, Formosa, Hong Kong, and Japanese convoys in South China Sea and Okinawa.

12 Jan 1945: The following squadron personnel were awarded the Silver Star medal for action against a Japanese cruiser protecting a convoy of cargo ships: Lieutenants W. N. Christensen and W. W. Anderson and Lieutenant (jg) H. Rubner.

Home Port Assignment

| <i>Location</i> | <i>Assignment Date</i> |
|---------------------|------------------------|
| NAS San Diego | 01 Jul 1943 |
| NAS Kaneohe | 21 Apr 1944* |
| NAS Barbers Point | 30 Apr 1944* |
| NAS Puunene | 17 Jun 1944* |
| NAS San Diego | 23 Feb 1945 |
| NAS Wildwood | 16 Apr 1945 |
| NAS Edenton | 22 Jun 1945 |
| NAAS Elizabeth City | 01 Nov 1945 |
| NAAS Charlestown | 01 Mar 1946 |

* Temporary shore assignment while the squadron conducted training in preparation for combat deployment.

Commanding Officers

| <i>Date Assumed Command</i> | |
|-----------------------------|-----------------------------|
| Jul 1943 | LCDR Louis J. Kirn |
| 10 Nov 1943 | LCDR Robert E. Riera |
| 10 Nov 1944 | LCDR Raymond E. Moore |
| 16 Apr 1945 | LT James S. Cooper (acting) |
| 19 Apr 1945 | LT James S. Cooper |
| 05 Jun 1947 | LCDR Lawrence G. Traynor |
| 06 Jul 1948 | LCDR Harlin M. Keister |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| SBD-5 | Jul 1943 |
| SB2C-1C | 15 Nov 1943 |
| SB2C-3 | Jul 1944 |
| SB2C-4E | 18 Apr 1945 |

Aircraft Assignment—Continued

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| SBW-5 | 04 Aug 1945 |
| SB2C-5 | Mar 1946 |
| AD-2 | 04 Oct 1948 |

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|--------------------------|
| 16 Aug 1944 | 23 Nov 1944 | CVG-20 | CV 6* | SB2C-3 | Pacific |
| 23 Nov 1944 | 02 Feb 1945 | CVG-20 | CV 16** | SB2C-3 | Pacific |
| 09 Feb 1948 | 26 Jun 1948 | CVAG-9 | CV 47 | SB2C-5 | Carib/Med |

* The squadron transferred from *Enterprise* (CV 6) to *Lexington* (CV 16) and remained deployed in the Pacific.

** The squadron completed its combat tour in the Pacific and transferred from *Lexington* (CV 16) to *Kwajalein* (CVE 98) for transportation back to the United States.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|----------------------|------------------|------------------------|
| CVG-20/CVAG-9/CVG-9* | PS/D** | 15 Oct 1943 |

* Established as CVG-20 on 15 October 1943. Redesignated CVAG-9 on 15 November 1946. CVAG-9 redesignated CVG-9 on 1 September 1948. CVG-9 was disestablished on 1 December 1949.

** The tail code PS was assigned to *Philippine Sea* (CV 47) and CVG-9 in 1946. In 1948 the tail code for CVG-9 was changed to D.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------------------------|--|-------------|
| NUC | 31 Aug 1944 | 18 Sep 1944 |
| | 10 Oct 1944 | 22 Nov 1944 |
| PUC | 14 Dec 1944 | 16 Dec 1944 |
| | 03 Jan 1945 | 22 Jan 1945 |
| Campaign Medal (Asiatic-Pacific) | 31 Aug 1944 | 18 Sep 1944 |
| | 10 Oct 1944 | 22 Nov 1944 |
| | 14 Dec 1944 | 16 Dec 1944 |
| | 03 Jan 1945 | 22 Jan 1945 |



A flight of squadron SB2C-5 Helldivers during deployment to the Med in 1948 aboard Philippine Sea (CV 47).

VA-95

Lineage

Established as Torpedo Squadron TWENTY (VT-20) on 15 October 1943.

Redesignated Attack Squadron TEN A (VA-10A) on 15 November 1946.

Redesignated Attack Squadron NINETY FIVE (VA-95) on 12 August 1948.

Disestablished on 30 November 1949. The first squadron to be designated VA-95.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 21 March 1944. Colors for the vulture insignia were:



The squadron insignia was approved in March 1944.

background of light blue with an inner circle of white and a black outer circle; the bird was pearl gray with white highlights and outlined in black; the leg and ruff of feathers around the neck were white with blue markings; the head, neck and feet a drab yellow, and the beak was black; the torpedo had shades of gray with a white, black

and yellow streak, the nose was black and the torpedo was outlined in black; streaks emanating from the nose of the torpedo were blue and white.

Nickname: unknown.

Chronology of Significant Events

1 Sep 1944: The squadron's first combat action involved strikes against shore installations on Chichi Jima in the Bonin Islands.

Sep 1944: Squadron aircraft participated in strikes against Palau Islands in preparation for and support of the landings on Peleliu Island.

Oct 1944: The squadron participated in strikes against Okinawa, Formosa and Luzon in preparation for and support of the landings on Leyte.

15 Oct 1944: Lieutenant Edward B. Holley, flying a squadron TBM, shot down a Zero, Mitsubishi A6M fighter, over Luzon.

24 Oct 1944: The squadron participated in the Battle for Leyte Gulf. VT-20's TBM-1Cs flew sorties against a powerful Japanese surface force in the Sibuyan Sea. These attacks contributed to the sinking of the mighty *Musashi*, one of the two largest battleships in the world. The following squadron personnel were award-

ed the Navy Cross for their action against the Japanese task force: Ensigns W. T. Ross, W. J. Schaller, and G. Swint III; Lieutenant (jg) M. Throwbridge; Lieutenants C. H. H. Dickey, E. B. Holley, and R. E. McHenry, and Lieutenant Commander S. L. Prickett.

25 Oct 1944: Squadron aircraft were part of the Fast Carrier Task Force that attacked the Japanese carrier force in the Battle of Cape Engano. Four Japanese carriers were sunk during this engagement. The following squadron personnel were awarded the Navy Cross for their action during the Battle of Cape Engano: Ensigns T. E. Armour, J. L. Baxter, M. H. Krouse, and C. D. Leeper; Lieutenant (jg)s P. H. Bradley and C. F. Schlegel; and Lieutenants J. H. Howell, Jr., M. L. Leedom, E. E. Rodenburg, and R. J. Savage.

Nov 1944: The squadron participated in strikes against a Japanese troop convoy in Ormoc Bay, Leyte and enemy positions on Luzon.

Dec 1944: Strikes were flown against Luzon in preparation for the landings at Lingayan Gulf, Luzon.

Jan 1945: Squadron aircraft flew strikes against Luzon, Formosa, Hong Kong, Japanese convoys in South China Sea and along coast of French Indochina, and Okinawa.

12 Jan 1945: Lieutenant J. N. Howell, Jr and Lieutenant (jg) M. Throwbridge were awarded the Silver Star Medal for their action against a Japanese cruiser that was protecting a convoy off the coast of French Indochina. Their attacks contributed to the sinking of the cruiser.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|---------------------|------------------------|
| NAS San Diego | 15 Oct 1943 |
| NAS Barbers Point | 21 Apr 1944* |
| NAS Puunene | 17 Jun 1944* |
| NAS San Diego | 23 Feb 1945 |
| NAAF Lewiston | 16 Apr 1945 |
| NAS Edenton | Jun 1945 |
| NAAS Elizabeth City | 02 Nov 1945 |
| NAAS Charlestown | 21 Mar 1946 |

* Temporary shore assignment while the squadron conducted training in preparation for combat deployment.

Commanding Officers

| <i>Date Assumed Command</i> | |
|-----------------------------|-------------|
| LCDR David E. Dressendorfer | 15 Oct 1943 |
| LCDR Samuel L. Prickett | 27 Dec 1943 |
| LCDR James N. Howell, Jr. | 16 Apr 1945 |
| LCDR J. J. Maechtlen | Jul 1947 |
| LCDR Charles C. Ainsworth | 07 Feb 1949 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| TBF-1/TBM-1 | Nov 1943 |
| TBM-1C | Feb 1944 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| TBM-3E | Jul 1945 |
| AD-1 | 01 Aug 1949 |

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|--------------------------|
| 16 Aug 1944 | 23 Nov 1944 | CVG-20 | CV 6* | TBM-1C | Pacific |
| 23 Nov 1944 | 02 Feb 1945 | CVG-20 | CV 16† | TBM-1C | Pacific |
| 09 Feb 1948 | 26 Jun 1948 | CVAG-9 | CV 47 | TBM-3E | Carib/Med |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|--------------------------|------------------|------------------------|
| CVG-20/CVAG-9/ CVG-9* | PS/D† | 15 Oct 1943 |

* Established as CVG-20 on 15 October 1943. Redesignated CVAG-9 on 15 November 1946. CVAG-9 redesignated CVG-9 on 1 September 1948. CVG-9 was disestablished on 1 December 1949.

† The tail code PS was assigned to *Philippine Sea* (CV 47) and CVG-9 in 1946. In 1948 the tail code for CVG-9 was changed to D.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------------------------|--|-------------|
| NUC | 31 Aug 1944 | 18 Sep 1944 |
| | 10 Oct 1944 | 22 Nov 1944 |
| PUC | 14 Dec 1944 | 16 Dec 1944 |
| | 03 Jan 1945 | 22 Jan 1945 |
| Campaign Medal (Asiatic-Pacific) | 31 Aug 1944 | 18 Sep 1944 |
| | 10 Oct 1944 | 22 Nov 1944 |
| | 14 Dec 1944 | 16 Dec 1944 |
| | 03 Jan 1945 | 22 Jan 1945 |



A squadron TBM-1C aboard *Enterprise* (CV 6) in October 1944. Note the damage on the wing of the aircraft (Courtesy David Laucabaugh Collection).

SECOND VA-95

Lineage

Established as Attack Squadron NINETY FIVE (VA-95) on 26 March 1952.

Disestablished on 1 April 1970. The second squadron to be assigned the VA-95 designation.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 16 January 1957. Colors for the knight plumed helmet



The squadron's plumed helmet insignia was approved in 1957.

were: black background on left hand side and silver on the right half of the circular design, with a silver outline on the left and a black outline on the right; silver mace and black sword; the left side of the helmet was silver with green and black markings; the right side of the helmet was green with silver markings;

the plume was red; and the scroll was silver, outlined in black with green lettering.

Nickname: Skyknights, 1957–1963.

Green Lizards, 1963–1970.

Chronology of Significant Events

Jan 1963: The squadron participated in cross deck operations with the British carrier HMS *Hermes* while operating in the western Pacific.

May 1963: Following the military losses of Lao neutralists to the Pathet Lao in the Plaine de Jarres, Laos, *Ranger* (CVA 61) transited to the South China Sea to support possible operations in Laos.

Nov 1964–Apr 1965: The squadron participated in support for photo reconnaissance missions and conducted strikes against targets in Laos.

7 Feb 1965: Following a Viet Cong attack against the American advisors compound at Pleiku, South Vietnam, the President ordered a reprisal strike against North Vietnam, named Flaming Dart I. The squadron's target was the Vit Thu Lu Barracks. However, the strike turned back due to poor weather conditions.

11 Feb 1965: Squadron aircraft participated in Flaming Dart II, retaliatory strikes against the Chanh Hoa military barracks near Dong Hoi, North Vietnam.

Mar 1965: The squadron participated in Rolling Thunder strikes against the Phu Qui ammunition depot in North Vietnam.

Apr 1966: The squadron departed Norfolk, Virginia,

enroute to Vietnam as part of an air wing composed only of attack squadrons.

Sep 1969: Following a coup that overthrew the Libyan monarchy *Kennedy* (CVA 67) cut short its visit to Cannes, France, and departed for operations in the Ionian Sea. The United States later extended diplomatic recognition to the new Libyan government.

Home Port Assignments

| | Location Assignment Date |
|-------------------|--------------------------|
| NAS Alameda | 26 Mar 1952 |
| NAS Moffett Field | 08 Mar 1962 |
| NAS Lemoore | 01 Apr 1963 |
| NAS Alameda | 04 Aug 1968 |

Commanding Officers

| | Date Assumed Command |
|--------------------------|----------------------|
| LCDR Samuel B. Berrey | 26 Mar 1952 |
| LT L. Wilson (acting) | 1953 |
| CDR David L. Berrey | Aug 1953 |
| CDR John C. Allman | Oct 1954 |
| CDR Donald L. Irgens | Jan 1955 |
| CDR Martin J. Stack | Sep 1956 |
| CDR F. L. Brady | 21 Mar 1958 |
| CDR Rollin E. Gray, Jr. | 20 Apr 1958 |
| CDR Carl Weisse | 04 Mar 1959 |
| CDR R. R. Renaldi | 02 Sep 1960 |
| CDR Stanley F. Abele | 13 Jun 1961 |
| CDR H. G. Silliman | 17 Jul 1962 |
| CDR Harold J. Zenner | 19 Jul 1963 |
| CDR Dwight E. DeCamp | 05 Jun 1964 |
| CDR G. E. Jacobssen, Jr. | 15 Jun 1965 |
| CDR F. E. O'Connor, Jr. | 10 Jun 1966 |
| CDR W. E. Ohlrich, Jr. | 26 Jun 1967 |
| CDR M. A. Benero, Jr. | 1968 |
| CDR J. K. Hassett | 02 Jul 1969 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| F6F-5 | 21 Apr 1952 |
| AD-1 | 19 May 1952 |
| AD-4NA | 03 Jul 1952 |
| AD-4 | Sep 1952 |
| AD-4L | Oct 1952 |
| AD-6/A-1H* | Oct 1953 |
| AD-7/A-1J* | Sep 1956 |
| A-4C | 15 Jul 1965 |
| A-4B | 05 Dec 1965 |
| A-4C | Sep 1968 |

* The AD-6 and AD-7 designations were changed to A-1H and A-1J in 1962.



A squadron AD-6 Skyraider positioned on the forward part of the flight deck along with other air wing Skyraiders. The photo was taken during Hornet's (CVA 12) transit through the Suez Canal in June 1954 during her world cruise.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 15 Dec 1952 | 14 Aug 1953 | CVG-9 | CVA 47 | AD-4/L/NA | Korea |
| 11 May 1954 | 12 Dec 1954 | CVG-9 | CVA 12 | AD-6 | World Cruise |
| 11 Feb 1956 | 13 Jun 1956 | CVG-9 | CVA 34 | AD-6 | WestPac |
| 16 Sep 1957 | 25 Apr 1958 | CVG-9 | CVA 14 | AD-7 | WestPac |
| 06 Feb 1960 | 30 Aug 1960 | CVG-9 | CVA 61 | AD-7 | WestPac |
| 11 Aug 1961 | 08 Mar 1962 | CVG-9 | CVA 61 | AD-7 | WestPac |
| 09 Nov 1962 | 14 Jun 1963 | CVG-9 | CVA 61 | AD-6/7 | WestPac |
| 05 Aug 1964 | 06 May 1965 | CVW-9 | CVA 61 | A-1H/J | WestPac/Vietnam |
| 04 Apr 1966 | 21 Nov 1966 | CVW-10 | CVS 11 | A-4B | WestPac/Vietnam |
| 15 Nov 1967 | 04 Aug 1968 | CVW-8 | CVA 38 | A-4B | Med |
| 05 Apr 1969 | 21 Dec 1969 | CVW-1 | CVA 67 | A-4C | Med |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-9/CVW-9† | N/NG* | 26 Mar 1952 |
| COMFAIRALAMEDA | | 02 Oct 1965 |
| CVW-10 | AK | 01 Feb 1966 |
| CVW-8 | AJ | Oct 1967 |
| COMFAIRALAMEDA | | 26 Aug 1968 |
| CVW-1 | AB | Feb 1969 |
| COMFAIRALAMEDA | | 02 Mar 1970 |

* The tail code was changed from N to NG in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

† CVG-9 was redesignated CVW-9 when Carrier Air Group (CVG) designations were redesignated Carrier Air Wings (CVW) on 20 December 1963.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| KPUC | 25 Jan 1953 | 27 Jul 1953 |
| NUC | 31 Jan 1953 | 27 Jul 1953 |
| AFEM | 19 Sep 1964 | 20 Sep 1964 |
| | 01 Oct 1964 | 09 Oct 1964 |
| | 28 Nov 1964 | 30 Dec 1964 |
| | 17 Jan 1965 | 17 Mar 1965 |
| | 04 Apr 1965 | 13 Apr 1965 |
| VNSM | 15 May 1966 | 15 Jun 1966 |
| | 08 Jul 1966 | 10 Aug 1966 |
| | 01 Sep 1966 | 23 Sep 1966 |
| | 02 Oct 1966 | 18 Oct 1966 |



All 14 of the squadron's A-4B Skyhawks are parked in numerical order on the flight line in 1967.

THIRD VA-95

Lineage

Established as Attack Squadron NINETY FIVE (VA-95) on 1 April 1972. The third squadron to be assigned the VA-95 designation.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 25 July 1972. Colors for the green lizard insignia are as follows: a white scroll with black letters and a black outline of the insignia and scroll; background of the lower half is dark blue with black and yellow markings; background for the upper half is light blue with white rays outlined in black; the sun is orange with a yellow background; the lizard is green with black and yellow markings, the eye and teeth are white; and the trident is black.

The squadron's "Green Lizard" insignia.



Nickname: Green Lizards, 1972-present.

Chronology of Significant Events

Apr 1973: The squadron provided support for Operation End Sweep, the clearing of mine fields along the coast of North Vietnam.

Apr 1975: Squadron aircraft participated in Operation Frequent Wind, the evacuation of American personnel from Saigon. The squadron provided armed escort flights over the Saigon area for protection of the helos conducting the evacuation.

15 May 1975: The squadron participated in the recovery of the American merchant ship SS *Mayaguez* following its capture by Cambodian gunboats. The squadron flew sorties in support of the Marine landings on Koh Tang Island and retaliatory strikes against Cambodian targets. Squadron aircraft struck the airfield and naval facility at Ream, Cambodia. The squadron's KA-6D aircraft were used to provide tanker support for the combat sorties.

18-19 Apr 1988: The squadron participated in Operation Praying Mantis, retaliatory strikes against Iran after *Samuel B. Roberts* (FFG 58) struck an Iranian mine in international waters. Squadron aircraft attacked Iranian Boghammar speedboats, using Rockeye cluster bombs. They sunk one and damaged another. Later in the day, the Iranian frigate *Saband* fired missiles at two

of the squadron's aircraft while they were flying a surface combat air patrol for *Joseph Strauss* (DDG 16). The aircraft evaded the missiles and returned fire with two Harpoons and four laser-guided Skipper bombs. This attack was followed by a Harpoon firing from *Joseph Strauss*. The attack against the *Saband* left her blazing. Eventually the fires reached her magazines, and the final explosions lead to her sinking. Following this action the sister ship of the *Saband*, the *Sabalan*, left port and engaged several of the squadron's aircraft, firing a missile at them. One of the squadron's Intruders responded with a laser-guided bomb that hit *Sabalan*, and she went dead in the water. The *Sabalan* was taken in tow by an Iranian tug, her fantail partially submerged. VA-95's aircraft were ordered not to continue the attack. The squadron continued to fly combat sorties during 19 April but no other action resulted.

Oct-Nov 1990: During the *Abraham Lincoln's* (CVN 72) cruise from the East to West Coast via Cape Horn, the squadron participated in joint exercises with the Argentinean, Chilean, and Ecuadorian Armed Forces.

Home Port Assignments

| Location | Assignment Date |
|--------------------|-----------------|
| NAS Whidbey Island | 01 Apr 1972 |

Commanding Officers

| | Date Assumed Command |
|--------------------------|----------------------|
| CDR G. E. Wales | 01 Apr 1972 |
| CDR W. D. Zirbel | 1973 |
| CDR Van F. Westfall | 05 Apr 1974 |
| CDR Jerry W. Rogers | 1974 |
| CDR Robert M. McEwen | 29 Oct 1976 |
| CDR Ken G. Craig | 27 Jan 1978 |
| CDR Richard J. Toft | 1979 |
| CDR Patrick C. Hauert | 21 Aug 1980 |
| CDR Richard C. Wolter | 10 Dec 1981 |
| CDR Raymond T. Wojcik | 02 Feb 1983 |
| CDR John S. McMahon, Jr. | 01 Aug 1984 |
| CDR Jeremy C. Rosenberg | 01 Feb 1986 |
| CDR William H. Miller | 19 Jun 1987 |
| CDR John F. Schork | 01 Dec 1988 |
| CDR John R. Worthington | 25 May 1990 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| A-6A | 1972* |
| A-6B | 1972† |
| KA-6D | 1972† |
| A-6E | 04 Feb 1976 |

* The squadron received their first A-6A Intruders sometime between April and June 1972.

† The squadron received their first A-6B and KA-6Ds sometime between October and December 1972.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|---|
| 09 Mar 1973 | 08 Nov 1973 | CVW-15 | CVA 43 | A-6A/B & KA-6D | WestPac |
| 05 Dec 1974 | 02 Jul 1975 | CVW-15 | CVA 43 | A-6A & KA-6D | WestPac |
| 15 Feb 1977 | 05 Oct 1977 | CVW-15 | CV 43 | A-6E & KA-6D | WestPac |
| 13 Mar 1979 | 22 Sep 1979 | CVW-11 | CV 66 | A-6E & KA-6D | Med |
| 14 Apr 1981 | 12 Nov 1981 | CVW-11 | CV 66 | A-6E & KA-6D | Med/IO |
| 01 Sep 1982 | 28 Apr 1983 | CVW-11 | CVN 65 | A-6E & KA-6D | NorPac/WestPac/IO |
| 30 May 1984 | 20 Dec 1984 | CVW-11 | CVN 65 | A-6E & KA-6D | WestPac/IO |
| 15 Jan 1986 | 12 Aug 1986 | CVW-11 | CVN 65 | A-6E & KA-6D | World Cruise |
| 25 Oct 1987 | 24 Nov 1987 | CVW-11 | CVN 65 | A-6E & KA-6D | NorPac |
| 05 Jan 1988 | 03 Jul 1988 | CVW-11 | CVN 65 | A-6E & KA-6D | WestPac/IO |
| 17 Sep 1989 | 16 Mar 1990 | CVW-11 | CVN 65 | A-6E & KA-6D | World Cruise |
| 25 Sep 1990 | 20 Nov 1990 | CVW-11 | CVN 72 | A-6E & KA-6D | East Coast to West Coast cruise via Cape Horn |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVW-15 | NL | 1972 |
| CVW-11 | NH | 01 Jul 1978 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> |
|-------------------|--|-------------------|--|
| | | HSM | 29 Apr 1975 30 Apr 1975 |
| | | | 23 Oct 1982 |
| | | JMUA | 18 Apr 1988 19 Apr 1988 |
| | | NAVE | 01 Jul 1980 31 Dec 1981 |
| | | | 01 Jan 1988 31 Dec 1988 |
| | | | 01 Jan 1990 31 Dec 1990 |
| | | MUC | 22 Apr 1975 30 Apr 1975 |
| | | | 15 May 1975 |
| | | | 15 Feb 1988 21 May 1988 |
| | | NEM | 09 May 1981 18 Oct 1981 |
| | | | 30 Apr 1986 27 Jun 1986 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> |
|-------------------|--|-------------------|--|
| AFEM | 29 Apr 1975 30 Apr 1975 | | |
| | 15 May 1975 | | |
| | 15 Feb 1988 09 Mar 1988 | | |
| | 25 Mar 1988 19 Apr 1988 | | |



A squadron A-6E Intruder in flight, 1987.

VA-96

Lineage

Established as Attack Squadron NINETY SIX (VA-96) on 30 June 1956.

Disestablished on 10 April 1958. The first squadron to be assigned the VA-96 designation.



VA-96's approved insignia.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 20 February 1957. Colors for the eagle crest and sword insignia were: light blue background outlined in orange, with an orange scroll and black lettering; the shield was orange with a black stylized eagle; the eagle's wing feathers, tongue and feet were white; the sword and maces were yellow.

Nickname: unknown.

Chronology of Significant Events

4 Jun 1957: The squadron's commanding officer, Commander M. K. Dennis, was lost in a night midair collision while operating from *Kearsarge* (CVA 33) off the coast of California.

Sep 1957: *Kearsarge* operated in the vicinity of Taiwan following the build up of Chinese communist forces opposite the offshore islands belonging to Taiwan.



A squadron AD Skyraider launches from *Kearsarge* (CVA 33) during its 1957-1958 western Pacific cruise.

Home Port Assignments

| Location | Assignment Date |
|-------------------|-----------------|
| NAS Miramar | 30 Jun 1956 |
| NAS Moffett Field | Aug 1956 |

Commanding Officers

| | Date Assumed Command |
|----------------------|----------------------|
| CDR Milton K. Dennis | 30 Jun 1956 |
| CDR Stanley E. Sloan | 04 Jun 1957 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| AD-6 | Jul 1956 |
| AD-7 | Mar 1957 |

Major Overseas Deployments

| Date of Departure | Date of Return | Air Wing | Carrier | Type of Aircraft | Area of Operation |
|-------------------|----------------|----------|---------|------------------|-------------------|
| 09 Aug 1957 | 02 Apr 1958 | ATG-3 | CVA 33 | AD-6/7 | WestPac |

Air Wing Assignments

| Air Wing | Tail Code | Assignment Date |
|----------|-----------|-----------------|
| ATG-3 | Y/NC* | 30 Jun 1956 |

* The tail code was changed from Y to NC in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

VA-104

Lineage

Established as Fighter Squadron ONE HUNDRED FOUR (VF-104) on 1 May 1952.

Redesignated Attack Squadron ONE HUNDRED FOUR (VA-104) in December 1953.

Disestablished on 31 March 1959. The first squadron to be assigned the designation VA-104.

Squadron Insignia and Nickname

There is no record of official approval for the squadron insignia. The insignia on file for the squadron was a missile being shot by a long bow with an atomic explosion in the background. Colors for this insignia were: a light blue background outlined in yellow; the water was medium blue and the atomic explosion was white with shades of light and medium blue; the long bow was red with a black bow string; the missile had a black body, yellow fins outlined in black, and a red tipped nose.

Nickname: Hell's Archers.



There is no record of an official approval for this insignia.

Chronology of Significant Events

Nov 1956: During the Suez War the squadron operated from *Coral Sea* (CVA 43) off the coast of Egypt. It provided air support for the evacuation of Americans and foreign nationals from that country.

Jul 1958: The squadron operated from *Forrestal* (CVA 59) in the eastern Atlantic, ready to enter the Mediterranean if needed for the U.S. Marines' landing in Beirut, Lebanon.

Home Port Assignments

| Location | Assignment Date |
|-------------------|-----------------|
| NAAS Cecil Field* | 01 May 1952 |
| NAS Jacksonville | Apr 1953 |
| NAS Cecil Field | Dec 1953 |
| NAS Jacksonville | Feb 1957 |

* NAAS Cecil Field was redesignated NAS Cecil Field on 30 June 1952.

Commanding Officers

| | Date Assumed Command |
|-------------------------|----------------------|
| LT J. R. Mills (acting) | 01 May 1952 |
| LCDR R. E. Sequin | 13 May 1952 |
| LCDR Harold H. Brock | Nov 1952 |
| CDR D. H. Johnson | Feb 1954 |
| CDR George E. Ford | 10 Mar 1955 |
| CDR Jack N. Durio | Apr 1957 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| FG-1D | May 1952 |
| F4U-5 | Dec 1952 |
| AD-6 | Jan 1954 |



A squadron F4U-5 aboard Randolph (CVA 15), circa 1953 (Courtesy Robert Lawson Collection).

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 07 Jul 1954 | 20 Dec 1954 | CVG-10 | CVA 43 | AD-6 | Med |
| 13 Aug 1956 | 11 Feb 1957 | CVG-10 | CVA 43 | AD-6 | Med |
| 02 Sep 1958 | 12 Mar 1959 | CVG-10 | CVA 59 | AD-6 | Med |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-10 | P/AK* | 01 May 1952 |

* The tail code was changed from P to AK in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).



A squadron AD Skyraider, piloted by Commander G. E. Ford, prepares to launch from Leyte (CVA 33) during carrier qualifications in 1955.

VA-105

Lineage

Established as Attack Squadron ONE HUNDRED FIVE (VA-105) on 1 May 1952.

Disestablished on 1 February 1959. The first squadron to be assigned the designation VA-105.

Squadron Insignia and Nickname



The squadron's only insignia, approved March 1953.

The squadron's insignia was approved by CNO on 2 March 1953. Colors for the winged canon and bomb insignia were: a black bomb superimposed on a yellow background with a red fuse on the bomb; the canon was red with black markings; and the wings were yellow with black markings.

Nickname: unknown.

Chronology of Significant Events

4 Mar 1958: The squadron's commanding officer, Commander E. F. Ternasky, was killed during a night ditching astern of *Essex* (CVA 9).

Jul-Aug 1958: The squadron flew close air support missions during the landing of U.S. Marines in Beirut, Lebanon. Aircraft from VA-105 were the first to be on station during the landings. Squadron aircraft flew road and border reconnaissance sorties. Several aircraft were damaged by ground fire on their reconnaissance missions. However, all aircraft returned to the *Essex* safely.

Sep 1958: When the Chinese communists began shelling the Quemoy Island group in August, *Essex* was ordered to transit the Suez Canal and report to the Seventh Fleet for duty in the Taiwan Straits. The squadron flew numerous sorties in the Taiwan Straits until relieved on 26 September.

Nov 1958: When the squadron was assigned to Replacement Air Group 4, its mission was changed to training personnel in the AD-6 Skyraider for assignment to fleet operating squadrons.

Home Port Assignments

| Location | Assignment Date |
|-------------------|-----------------|
| NAAS Cecil Field* | 01 May 1952 |
| NAS Jacksonville | Jul 1955 |
| NAS Cecil Field | Apr 1956 |
| NAS Jacksonville | Nov 1958 |

* NAAS Cecil Field was redesignated NAS Cecil Field on 30 June 1952.

Commanding Officers

| | Date Assumed Command |
|-------------------------|----------------------|
| CDR F. C. Auman | 01 May 1952 |
| LCDR R. S. Reeves | Aug 1953 |
| CDR Samuel W. Forrer | Oct 1954 |
| CDR Eugene F. Ternasky | Jun 1956 |
| CDR L. W. S. Cummins | 16 Mar 1958 |
| LCDR U. W. Patrick, Jr. | 08 Dec 1958 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| AD-1 | 09 May 1952 |
| AD-4 | 22 Sep 1952 |
| AD-4NA | Sep 1952 |
| AD-6 | Nov 1954 |



A squadron AD-4 Skyraider coming in for a landing during deployment aboard Tarawa (CVA 40) in 1953.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 07 Jan 1953 | 03 Jul 1953 | CVG-10 | CVA 40 | AD-4/4NA | Med |
| 31 Oct 1955 | 16 Apr 1956 | ATG-201 | CVA 20 | AD-6 | WestPac |
| 02 Feb 1958 | 17 Nov 1958 | ATG-201 | CVA 9 | AD-6 | Med/WestPac |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-10 | P | 01 May 1952 |
| ATG-201 | J/AP* | 1954 |
| RCVG-4 | AD | 16 Nov 1958 |

* The tail code was changed from J to AP in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

Unit Awards Received

| <i>Inclusive Dates Covering Unit Award</i> | |
|--|-------------|
| 01 Jul 1953 | 30 Jun 1954 |
| 01 Jul 1954 | 30 Jun 1955 |
| 16 Jul 1958 | 01 Aug 1958 |
| 11 Aug 1958 | 20 Aug 1958 |

SECOND VA-106

Lineage

Established as Bomber-Fighter Squadron SEVENTEEN (VBF-17) on 2 January 1945.

Redesignated Fighter Squadron SIX B (VF-6B) on 15 November 1946.

Redesignated Fighter Squadron SIXTY TWO (VF-62) on 28 July 1948.

Redesignated Attack Squadron ONE HUNDRED SIX (VA-106) on 1 July 1955.

Disestablished on 7 November 1969. The second squadron to be assigned the VA-106 designation.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 23 November 1945. Colors for the skeleton riding a



The squadron's first insignia.

rocket were: a background with a deep purple sky, aquamarine water and white clouds outlined in pale blue; the skeleton had a deep purple sombrero, a white face with light green shading and deep purple sockets, magenta shirt with an orange neckerchief, the hands were white with light green markings, teal trousers with a light blue cuff, tan boots with a brown sole, dark purple stirrups, tan saddle with pommel and under-portions brown; light gray rocket outlined in purple with yellow and orange lines emanating from the tail, light gray pistol outlined in purple with yellow smoke, magenta bomb, and a brown belt and holster.

A new insignia was approved by CNO on 16 April 1952. Colors for the helmet and shield insignia were: a gold background outlined in dark blue; dark blue shield; the Roman helmet was gold with black markings; white arrow and stylized wing; and the scroll was gold with black lettering.



This insignia was adopted by the squadron in the early 1950s. Following the squadron's disestablishment a new strike fighter squadron adopted this insignia in the 1980s.

Nickname: unknown, 1945–1952.

Gladiators, 1952–1969.

Chronology of Significant Events

Jan 1945: The squadron was established only a month before it entered combat. Personnel from VF-17 were the core of the newly established Bomber Fighter Squadron 17.

16–17 Feb 1945: The squadron participated in strikes against targets in and around the Tokyo area.

20–22 Feb 1945: Squadron aircraft participated in strikes against Iwo Jima and provided air support for the landings on the island.

25 Feb 1945: Conducted strikes in the Tokyo area.

18–19 Mar 1945: Major strikes were conducted by squadron aircraft against Kanoya, the largest airfield on Kyushu and against the Japanese Fleet anchored at Kure Naval Base. On 19 March Lieutenant Edwin S. Conant was awarded the Silver Star for his action as flight leader on a fighter sweep over the Kure Bay. He shot down three planes during an engagement with the enemy and his flight group accounted for a total of 24 enemy planes downed and probably eight or more damaged.

21 Mar 1945: Lieutenant (jg) Henry E. Mitchell became an Ace when he shot down five Bettys (Japanese Navy Mitsubishi Attack Bombers) that were part of a sortie attacking the squadron's task force. He was later killed in action on 3 April 1945. For his action on 21 March he was awarded the Navy Cross posthumously.

Mar–May 1945: The squadron conducted strikes in support of the Okinawa campaign.

6 Apr 1945: Ensign Harold Yeremain became an Ace when he added three more aircraft to his total by downing two Zekes (Mitsubishi A6M Fighters, commonly known as Zeros) and one Val (an Aichi Navy Carrier Bomber) during an engagement near Okinawa. Ensigns John J. Gafeney and William J. Kostik were awarded Silver Stars for their actions in shooting down three Japanese aircraft each during this engagement.

7 Apr 1945: The unit participated in the combined task force strikes against the super battleship *Yamato* and its accompanying escorts, resulting in the sinking of *Yamato*, two cruisers and three destroyers.

7 Apr 1945: Lieutenant Byron A. Eberts became an Ace when he brought his total to five by shooting down a Francis (a Yokosuka Japanese Navy Night Fighter).

12 Apr 1945: Lieutenant Edwin S. Conant became an Ace when he shot down a Zeke (Zero) and a Tojo (a Japanese Army Nakajima Fighter) and brought his tally to six aircraft downed.

14 Apr 1945: Ensigns Robert A. Clarke and William

J. Kostik became Aces when they each shot down a Zeke (Zero).

16 Apr 1945: Lieutenant John M. Johnston became an Ace when he shot down four Zekes (Zeros), bringing his total to eight aircraft. For his action during this engagement he was awarded the Silver Star.

May 1945: The squadron participated in strikes against Kyushu and Shikoku, hitting aircraft plants and airfields.

14 May 1945: The squadron's commanding officer, Lieutenant Commander H. W. Nicholson, was killed in action during a strike against Kyushu.

14 May 1945: Lieutenant (jg) Carl V. Stone became an Ace when he added two Franks (a Japanese Army Fighter) to his total of downed aircraft.

Aug 1956: Following the nationalization of the Suez Canal by Egypt on 26 July, *Coral Sea* (CVA 43) was ordered to the eastern Mediterranean as tensions increased and France and the United Kingdom began preparations for military action against Egypt.

Oct–Nov 1956: On 29 October Israel invaded Egypt and a day later France and the United Kingdom joined in the invasion, with the intent of reoccupying the Suez Canal. *Coral Sea* was on station in the eastern Mediterranean during the American evacuation of Western nationals from Egypt and Israel.

Jul 1959: During the NATO exercise Riptide, held off the east coast of the United States, the squadron conducted cross deck operations with the British carrier HMS *Victorious*.

15–28 Nov 1960: Following a request from Guatemala and Nicaragua, a Navy patrol was established off the coast of these Central American countries to prevent infiltration by communists from Cuba. The squadron operated from *Shangri-La* (CVA 38) as part of the patrol force.

2–19 Jun 1961: Following the assassination of the Dominican Republic's dictator, General Rafael Trujillo, the squadron operated from *Shangri-La* off the coast of that country until the domestic situation began to stabilize.

22 Oct–28 Nov 1962: During the Cuban Missile Crisis the squadron was assigned to the U.S. Air Force's 19th Tactical Air Force, in an alert status.

May 1963: The squadron operated from *Shangri-La* in the Caribbean during the period of unrest in Haiti and the civil strife with the Dominican Republic.

29 Jul 1967: After four days on the line at Yankee Station tragedy struck *Forrestal* (CVA 59). A Zuni rocket was accidentally ignited on the flight deck causing a chain reaction of explosions among the aircraft loaded with bombs and fuel. The squadron lost eight people out of the 132 killed, two missing and presumed dead and 62 injured. Those killed were Petty Officers H. Fontenot, W. W. Stewart, R. N. Plesh, J. A. Earick and Airman C. R. Rich, J. A. Velez, A. R. Metz and G. E. Wall. Numerous squadron personnel were cited for their acts of heroism during the tragedy.



A squadron F8F-2 Bearcat prepares for launch from *Coral Sea* (CVB 43) in September 1948 (Courtesy David Lucabaugh Collection).

Home Port Assignments

| Location | Assignment Date |
|------------------|-----------------|
| NAS Agana | 02 Jan 1945* |
| NAS Alameda | 08 Jul 1945 |
| NAAS Fallon | Sep 1945 |
| NAS Brunswick | Feb 1946 |
| NAS Norfolk | 1946† |
| NAAS Oceana | 25 Sep 1948 |
| NAS Norfolk | 22 Nov 1948 |
| NAAS Oceana | 20 Jan 1949 |
| NAAS Cecil Field | 18 Sep 1950‡ |
| NAS Jacksonville | 13 Oct 1952 |
| NAS Cecil Field | Dec 1954 |

* Temporary shore assignment while the squadron conducted training in preparation for combat deployment.

† The squadron was transferred from NAS Brunswick to NAS Norfolk sometime in July or August 1946.

‡ The squadron's home port was changed to NAS Jacksonville on 5 September 1950 and the move from NAAS Oceana was conducted between 6 and 7 September. On 18 September, Commander Fleet Air Jacksonville changed the squadron's home port to NAAS Cecil Field.



Two squadron F2H-2 Banshees fly over Lake Champlain (CVA 39) during their 1953 deployment to Korea.

Commanding Officers

| | <i>Date Assumed Command</i> |
|-----------------------------------|-----------------------------|
| LCDR Hugh W. Nicholson | 11 Jan 1945 |
| LT Edwin S. Connant (acting) | 14 May 1945 |
| LCDR Edwin S. Connant | 20 Aug 1945 |
| CDR C. E. Houston | 01 Jul 1947 |
| LCDR Walter O. Zoecklein (acting) | 1948 |
| LCDR James E. Shew | 02 Jul 1948 |
| LCDR Hugh A. Kelly | 03 Jan 1950 |
| CDR Douglas A. Clark | 19 Oct 1951 |
| LCDR William W. Kelly | 25 Nov 1952 |
| CDR Lewis W. Jenkins | 27 Feb 1954 |
| CDR Hollis H. Hills | Jul 1955 |
| CDR O. L. Dauphin | Feb 1957 |
| CDR Newton P. Foss | 25 Apr 1958 |
| CDR S. O. Bach | 05 Dec 1959 |
| CDR L. W. Baldwin, Jr. | 22 Jul 1960 |
| CDR L. E. Irvin | 31 Jul 1961 |
| CDR W. S. Nelson | 25 Jul 1962 |
| CDR G. E. R. Kinnear II | Jul 1963 |
| CDR C. B. Crockett | 1 Aug 1964 |
| CDR James H. Scott | Jun 1965 |
| CDR S. R. Foley, Jr. | 24 Jun 1966 |
| CDR S. E. Latimer, Jr. | 07 Aug 1967 |
| CDR Walter L. Clarke, Jr. | 17 Nov 1967 |
| CDR J. H. Harns | 03 Mar 1969 |



Squadron CO, Commander H. H. Hills, inspecting an F2H-2, 1955.

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| F6F-5 | Jan 1945 |
| F4U | Sep 1945 |
| F4U-4 | Feb 1946 |
| F8F-2 | 30 Jun 1948 |
| F8F-1B | Feb 1950 |
| F2H-2 | 03 Aug 1950 |
| F9F-8B | Oct 1955 |
| A4D-2 | 04 Jun 1958 |
| A-4C | 18 Dec 1962 |
| A-4E | Nov 1966 |
| A-4B | Feb 1969 |
| A-4C | Mar 1969 |



Personnel discuss the refueling probe on a squadron F9F-8 Cougar, 1955.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 10 Feb 1945 | 13 Jun 1945 | CVG-17 | CV 12 | F6F-5 | Pacific |
| 27 Oct 1949 | 23 Nov 1949 | CVG-6 | CVB 42 | F8F-2 | NorLant |
| 15 May 1951 | 04 Oct 1951 | CVG-4 | CV 34 | F2H-2 | Med |
| 19 Apr 1952 | 12 Oct 1952 | CVG-4 | CVB 43 | F2H-2 | Med |
| 26 Apr 1953 | 04 Dec 1953 | CVG-4 | CVA 39 | F2H-2 | Korea/West Pac/Med |
| 07 Jul 1954 | 20 Dec 1954 | CVG-10 | CVA 43 | F2H-2 | Med |
| 13 Aug 1956 | 11 Feb 1957 | CVG-10 | CVA 43 | F9F-8B | Med |
| 07 Aug 1959 | 26 Feb 1960 | CVG-10 | CVA 9 | A4D-2 | Med |
| 06 Sep 1960 | 20 Oct 1960 | CVG-10 | CVA 38 | A4D-2 | NorLant |
| 02 Feb 1961 | 15 May 1961 | CVG-10 | CVA 38 | A4D-2 | Med |
| 07 Feb 1962 | 28 Aug 1962 | CVG-10 | CVA 38 | A4D-2 | Med |
| 01 Oct 1963 | 23 May 1964 | CVW-10 | CVA 38 | A-4C | Med |
| 15 Feb 1965 | 20 Sep 1965 | CVW-10 | CVA 38 | A-4C | Med |
| 11 Mar 1966 | 26 Oct 1966 | CVW-3 | CVA 60 | A-4C | Med |
| 06 Jun 1967 | 15 Sep 1967 | CVW-17 | CVA 59 | A-4E | WestPac/Vietnam |
| 04 Jun 1968 | 08 Feb 1969 | CVW-10 | CVS 11 | A-4E | WestPac/Vietnam |
| 03 Sep 1969 | 09 Oct 1969 | CVW-7 | CVA 62 | A-4C | NorLant |



Squadron A-4C Skyhawks fly over Saratoga (CVA 60), 1966.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|----------------------------------|------------------|------------------------|
| CVG-17/CVBG-17/ CVBG-5/CVG-6* | C | 02 Jan 1945 |
| CVG-4 | F | Sep 1950 |
| CVG-10 | P/AK† | 1954 |
| CVG-1‡ | | 12 Oct 1961 |
| CVG-10/CVW-10§ | AK | 12 Nov 1961 |
| CVW-3 | AC | 01 Jan 1966 |
| CVW-17 | AA | 01 Feb 1967 |
| CVW-10 | AK | 10 Jan 1968 |
| CVW-7 | AG | 03 Mar 1969 |

* CVG-17 was established on 1 January 1943, redesignated CVBG-17 on 22 January 1946, then redesignated CVBG-5 on 15 November 1946. CVBG-5 was then redesignated CVG-6 on 27 July 1948.

† The tail code was changed from P to AK in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

‡ The squadron was temporarily assigned to Air Group 1 for operation Blow Torch, simulated nuclear strikes against North American targets, and for nuclear operational suitability tests aboard *Franklin D. Roosevelt* (CVA 42).

§ CVG-10 was redesignated CVW-10 when Carrier Air Group (CVG) designations were redesignated Carrier Air Wings (CVW) on 20 December 1963.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|----------------------------|--|-------------|
| PUC | 16 Feb 1945 | 10 Jun 1945 |
| Campaign Medal | | |
| WW-II Asiatic-Pacific Area | Feb 1945 | Jun 1945 |
| NAVE | 01 Jul 1949 | 30 Jun 1950 |
| | 01 Jul 1955 | 30 Jun 1956 |
| | 01 Jul 1959 | 30 Jun 1960 |
| | 01 Jul 1965 | 31 Dec 1966 |
| KPUC | 09 Jun 1953 | 27 Jul 1953 |
| KSM | 09 Jun 1953 | 27 Sep 1953 |
| VNSM | 15 Jul 1967 | 17 Jul 1967 |
| | 23 Jul 1967 | 31 Jul 1967 |
| | 12 Aug 1967 | 13 Aug 1967 |
| | 05 Sep 1968 | 27 Sep 1968 |
| | 14 Oct 1968 | 14 Nov 1968 |
| | 03 Dec 1968 | 27 Dec 1968 |
| NEM | 03 Jun 1961 | 11 Jun 1961 |
| | 14 Jun 1961 | 18 Jun 1961 |



Squadron officers and an A-4C on Saratoga (CVA 60) during its 1966 cruise to the Med. Standing left to right: Marine Capt. J. W. Orr, LCdr. C. C. Smith, LCdr. J. E. Potosnak, LCdr. P. E. Phillips, Lt. W. R. Needham, LCdr. J. L. Burton, Lt. (jg) J. B. Mattly, Lt. S. C. Cole, LCdr. K. A. McMillen and Lt. E. L. DeSba. Kneeling left to right: Lt. (MC) H. K. Leathers III, Lt. L. W. Scott, Ens. M. W. Davis, Cdr. J. H. Scott, Cdr. S. R. Foley, Jr., Lt. (jg) R. L. Mattingly, Lt. R. A. Pennington, Ens. J. E. Gause and WO1 G. E. Connolly.

VA-112

Lineage

Established as Bomber-Fighter Squadron ELEVEN (VBF-11) on 9 April 1945.

Redesignated Fighter Squadron TWELVE A (VF-12A) on 15 November 1946.

Redesignated Fighter Squadron ONE HUNDRED TWELVE (VF-112) on 15 July 1948.

Redesignated Attack Squadron ONE HUNDRED TWELVE (VA-112) on 15 February 1959.

Disestablished on 10 October 1969. The first squadron to be assigned the designation VA-112.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 28 August 1945. Colors for the dragon and two headed eagle were: a yellow background; black dragon; sky blue eagle with white heads and red tongues; other markings and outlines were black.



The squadron's first insignia was the double-headed eagle and dragon.

A new squadron insignia was approved by CNO on 9 November 1945. There is no color description of this insignia in the official files. This insignia continued to use the two-headed eagle. It replaced the dragon with a globe showing North and South America. Clouds surrounded the globe.

The CNO approved a new squadron insignia on 12 July 1948. Colors for the Custode Pacis Armis (Armed Keeper of the Peace) insignia were: a light blue background; the rocket and machine gun were black with white highlights; gold naval aviator wings outlined in black; upper half of the shield was purple and lower half was dark green; the motto on the shield had a white background with light blue lettering; the dove was white with a red eye and green wreath in its beak; gray helmet highlighted in black, with a red plum; black sword; the shield and items on the shield were outlined in black; and the banner below the shield was white.



The squadron's second insignia replaced the dragon with a globe of the world surrounded by clouds.



The Custodes Pacis Armis insignia became the squadron's third design.



This was the squadron's last insignia, a modification of the Custodes Pacis Armis design.

The squadron continued to use the Custode Paris Armis insignia following its redesignation to VA-112. However, the following color modifications were made: background was yellow outlined in black; upper half of shield was blue; lettering for the motto was red; the white banner was removed and a lower scroll was added with a yellow background and black lettering.

Nickname: Broncos, 1961–1969.

Chronology of Significant Events

25 Mar 1948: *Valley Forge* (CV 45) operated in the Persian Gulf with Saudi Arabian Prince Ibn Saud embarked to view air operations. However, the air display was cancelled because of a sand storm and hazy conditions.

29 Apr 1948: *Valley Forge* (CV 45) moored port side to Dokkeskjaerkaien Dock, Bergen, Norway. The mooring was conducted without the aid of tugs, using the engine power of the squadron's eight F8Fs spotted on the forward deck and eight other aircraft on the aft deck. The mooring operation was called "Operation Pinwheel."

5 Aug 1950: The squadron participated in its first combat operations, flying sorties against targets in the Mokpo-Kwangju area of South Korea.

12–19 Sep 1950: The squadron participated in the pre-assault strikes against targets in and around Inchon, Korea, in preparation for the landings there on 15 September. These strikes included road, rail, and airfield sweeps and Combat Air Patrol. During and after the invasion the squadron continued to fly daily air sweeps, striking at targets of opportunity and the enemy's lines of communications.

10 Nov 1950: The squadron's first encounter with MiG-15s occurred during a sortie over Sinuiju, Korea. One MiG-15 was damaged during the engagement.

23–24 June 1952: The squadron participated in coordinated strikes against North Korean hydroelectric power plants, the first heavy attack conducted against these installations. Nine different hydroelectric power plants were struck by forces from Carrier Air Groups 2, 7, 11, 19, and the 5th Air Force.

6–13 Feb 1955: The squadron was on station and available for air support during the evacuation of over 26,000 personnel from the Tachen Islands which had come under bombardment by the People's Republic of China in January 1955.

24 Apr 1967: Squadron aircraft participated in a multi-carrier coordinated strike against North Vietnam's MiG base, Kep Airfield, northeast of Hanoi. This was the first time a strike had been conducted against a North Vietnam MiG airfield.

10 May 1967: Commander M. L. Minnis, Sr., was awarded the Silver Star for action during a strike into North Vietnam against the thermal power plant at Haiphong.

Apr 1969: Following the shoot down of a Navy EC-121 aircraft by the North Koreans, *Ticonderoga* (CVA 14), along with two other attack carriers, was ordered to the Sea of Japan.



The squadron's snow-covered F8F-1 Bearcats, along with VF-11A's F8Fs, on the forward flight deck of Valley Forge (CV 45) during her visit to Bergen, Norway, in 1948.

Home Port Assignments

| Location | Assignment Date |
|---------------------------|-----------------|
| NAS Alameda | 09 Apr 1945 |
| NAAS Fallon | 30 Apr 1945 |
| NAAS Santa Rosa | 31 Jul 1945 |
| NAS Kahului, Hawaii | 21 Feb 1946 |
| NAS San Diego | 25 Nov 1946 |
| NAAS Miramar/NAS Miramar* | 07 Apr 1951 |
| NAS Lemoore | 11 Sep 1961 |

* NAAS Miramar was redesignated NAS Miramar on 1 March 1952.

Commanding Officers

| | Date Assumed Command |
|------------------------------|----------------------|
| LT Richard E. James (acting) | 09 Apr 1945 |
| LCDR Ralph W. Cousins | 17 Apr 1945 |
| LCDR George E. Savage | 09 Jun 1945 |
| LCDR Norman W. Ackley | 14 Oct 1945 |
| LCDR Melvin C. Hoffman | 31 Jan 1947 |
| CDR Joseph T. Lawler | 01 Jul 1948 |
| CDR R. Weymouth | 08 May 1950 |
| LCDR J. L. Butts, Jr. | 29 Aug 1950 |
| LCDR J. V. Rowney | 29 Jun 1951 |
| LCDR James Ferris | 11 Aug 1952 |
| LCDR R. W. Jackson (acting) | 01 Oct 1952 |
| LCDR C. E. Lair | 07 Oct 1952 |
| CDR George S. Morrison | Mar 1954 |
| CDR Marcel N. Piller | 01 Oct 1955 |
| LCDR M. M. Casey, Jr. | 12 Apr 1957 |
| LCDR J. J. Konzen (acting) | 04 Mar 1959 |
| CDR Clyde J. Lee | 31 Mar 1959 |
| CDR Hugh N. Batten | 18 Feb 1960 |
| CDR James T. Parady | 30 Mar 1961 |
| CDR J. F. Kirklighter | 25 Apr 1962 |
| CDR F. L. Leib | 09 Apr 1963 |
| CDR P. E. Russell | 08 May 1964 |
| CDR J. A. Chalbeck | 08 Jun 1965 |
| CDR J. H. Alvis | 08 Jul 1966 |
| CDR Marion L. Minnis | 31 Dec 1966 |
| CDR Charles H. Brown | 10 Nov 1967 |
| CDR Tommy L. Gatewood | 13 Sep 1968 |



A squadron F9F-2B Panther launches from the deck of Philippine Sea (CV 47) during her combat cruise to Korea in 1951–1952.

Aircraft Assignment

| Type of Aircraft | Date | Type First Received |
|------------------|------|---------------------|
| F6F-3/5 | | Apr 1945 |
| F8F-1 | | 11 Dec 1946 |
| F8F-2 | | 03 Jan 1949 |
| F9F-2 | | 11 Jan 1950 |
| F9F-2B* | | Jul 1950 |
| F9F-3 | | 31 May 1951 |
| F9F-2B | | 12 Jul 1951 |
| F9F-5 | | Oct 1952 |
| F9F-6 | | Feb 1954 |

Aircraft Assignment—Continued

| <i>Type of Aircraft</i> | <i>Date</i> | <i>Type First Received</i> |
|-------------------------|-------------|----------------------------|
| F9F-8 | | Jul 1955 |
| F9F-8B | | Apr 1956 |
| F3H-2M | | 05 Apr 1957 |
| A4D-1/2 | | Apr 1959 |
| A4D-2N/A-4C† | | 26 Mar 1961 |

* The squadron's F9F-2s were modified at NAS Barbers Point and equipped with rocket launchers and bomb racks and designated F9F-2Bs.

† The A4D-2N designation was changed to A-4C in 1962.



A squadron F9F-8B Cougar on the deck of Essex (CVA 9) following a successful landing during deployment to WestPac in 1956–1957.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 09 Oct 1947 | 11 Jun 1948 | CVAG-11 | CV 45* | F8F-1 | World Cruise |
| 05 Jul 1950 | 07 Apr 1951 | CVG-11 | CV 47† | F9F-2B | WestPac/Korea |
| 31 Dec 1951 | 08 Aug 1952 | CVG-11 | CV 47 | F9F-2B | WestPac/Korea |
| 01 Jul 1953 | 18 Jan 1954 | CVG-11 | CVA 33 | F9F-5 | WestPac |
| 07 Oct 1954 | 12 May 1955 | CVG-11 | CVA 33 | F9F-6 | WestPac |
| 16 Jul 1956 | 26 Jan 1957 | CVG-11 | CVA 9 | F9F-8B | WestPac |
| 04 Oct 1958 | 16 Feb 1959 | ATG-1 | CVA 14 | F3H-2M | WestPac |
| 16 Jul 1960 | 18 Mar 1961 | CVG-11 | CVA 19 | A4D-2 | WestPac |
| 13 Sep 1962 | 02 Apr 1963 | CVG-11 | CVA 63 | A-4C | WestPac |
| 17 Oct 1963 | 20 Jul 1964 | CVW-11 | CVA 63 | A-4C | WestPac |
| 24 Aug 1965 | 07 Apr 1966 | CVW-8 | CVA 59 | A-4C | Med |
| 05 Nov 1966 | 19 Jun 1967 | CVW-11 | CVA 63 | A-4C | WestPac/Vietnam |
| 18 Nov 1967 | 28 Jun 1968 | CVW-11 | CVA 63 | A-4C | WestPac/Vietnam |
| 01 Feb 1969 | 18 Sep 1969 | CVW-16 | CVA 14 | A-4C | WestPac/Vietnam |

* During October through December the squadron operated primarily from NAS Barbers Point with occasional exercises aboard *Valley Forge* (CV 45).

† While docked at Yokosuka, Japan, the squadron transferred from *Philippine Sea* (CV 47) to *Valley Forge* (CV 45) on 30 March 1951 for its return trip to the U.S. *Philippine Sea* continued its tour of duty in Korea with another air group.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|----------------------------|------------------|------------------------|
| CVG-11/CVAG-11/ CVG-11* | V†/NH‡ | 09 Apr 1945 |
| COMFAIRSANDIEGO | | 03 Mar 1958 |
| ATG-1 | NA | 28 Jun 1958 |
| CVG-5 | NF | 13 Mar 1959 |
| CVG-11/CVW-11§ | NH | Nov 1959 |
| CVW-8 | AJ | 08 Jul 1965 |
| COMFAIRALAMEDA | | 08 Apr 1966 |
| CVW-11 | NH | 1966** |
| CVW-16 | AH | 01 Oct 1968 |

* CVG-11 was redesignated CVAG-11 on 15 November 1946. It was redesignated CVG-11 on 1 September 1948.

† The tail code V was assigned to CVG-11 on 12 December 1946.

‡ The tail code was changed from V to NH in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

§ CVG-11 was redesignated CVW-11 when Carrier Air Group (CVG) designations were redesignated Carrier Air Wings (CVW) on 20 December 1963.

** VA-112 was reassigned to CVW-11 sometime between June and November 1966. There are no records available for VA-112 and CVW-11 for this period.



A flight of squadron F3H-2M Demons, circa 1957–1958.

Unit Awards Received

| Unit Award | Inclusive Dates Covering Unit Award | |
|------------|-------------------------------------|-------------|
| KPUC | 01 Aug 1950 | 16 Mar 1951 |
| | 20 Jan 1952 | 12 Jul 1952 |
| NUC | 04 Aug 1950 | 16 Mar 1951 |
| AFEM | 20 Apr 1969 | 27 Apr 1969 |
| | 29 Jun 1969 | |
| | 07 Jul 1969 | 13 Jul 1969 |
| | 24 Jul 1969 | |
| | 04 Aug 1969 | |
| | 16 Aug 1969 | 24 Aug 1969 |
| | 30 Aug 1969 | |
| | 03 Sep 1969 | |
| | 13 Sep 1969 | 14 Sep 1969 |

Unit Awards Received—Continued

| Unit Award | Inclusive Dates Covering Unit Award | |
|------------|-------------------------------------|-------------|
| MUC | 18 Feb 1969 | 07 Sep 1969 |
| PUC | 23 Dec 1967 | 01 Jun 1968 |
| VNSM | 03 Dec 1966 | 03 Jan 1967 |
| | 02 Mar 1967 | 28 Mar 1967 |
| | 12 Apr 1967 | 28 Apr 1967 |
| | 08 May 1967 | 23 May 1967 |
| | 04 Mar 1968 | 27 Mar 1968 |
| | 12 Apr 1968 | 01 May 1968 |
| | 13 May 1968 | 01 Jun 1968 |
| | 03 Mar 1969 | 20 Mar 1969 |
| | 29 Mar 1969 | 16 Apr 1969 |
| | 09 May 1969 | 04 Jun 1969 |
| | 25 Jun 1969 | 01 Aug 1969 |



A squadron A-4C Skyhawk lands aboard Kitty Hawk (CVA 63), circa 1967–1968.

VA-114

Lineage

Established as Bombing Squadron ELEVEN (VB-11) on 10 October 1942.

Redesignated Attack Squadron ELEVEN A (VA-11A) on 15 November 1946.

Redesignated Attack Squadron ONE HUNDRED FOURTEEN (VA-114) on 15 July 1948.

Disestablished on 1 December 1949. The first squadron to be assigned the VA-114 designation.

Squadron Insignia and Nickname



This was the only insignia approved and used by the squadron.

The squadron's insignia was approved by the Bureau of Aeronautics on 17 September 1942. Colors for the Bellerophon-Pegasus insignia were: a black winged horse, rider, and bomb with white highlights; and a red shield and helmet plume. The Greek motto translated as First to Attack.

Nickname: unknown.

Chronology of Significant Events

Apr–Jul 1943: The squadron was landbased at Guadalcanal and participated in the Solomons Campaign. Flying patrol, search and strike missions against targets primarily in and around New Georgia.

10 Oct 1944: Squadron aircraft participated in the first strikes against Okinawa, opening the Leyte campaign.

12 Oct 1944: The squadron participated in the first strikes against Formosa.

25 Oct 1944: During the Battle for Leyte Gulf, the squadron participated in the engagement known as the Battle Off Samar. Launching from a range of 340 miles, which was beyond the normal combat radius for World War II carrier aircraft, 11 of the squadron's SB2Cs engaged the Japanese fleet after it broke off its engagement with the American escort carriers and destroyers guarding the landing force at Leyte. Hits were scored on a battleship and cruiser. A second strike by nine squadron aircraft later scored hits on two cruisers.

Nov 1944: Squadron aircraft struck targets on Luzon in continued support for the capture of Leyte.

Dec 1944: Targets were struck on Luzon in support of the landings on Mindoro.

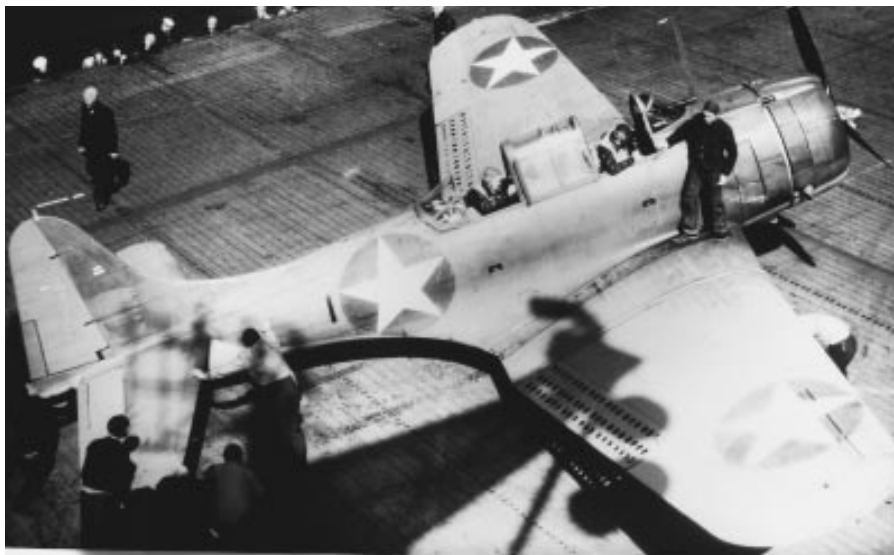
18 Dec 1944: While operating east of the Philippines, the task force, of which the squadron was part, was overtaken by an unusually severe typhoon causing the loss of three destroyers and damage to several other ships, including four light carriers.

Jan 1945: In early January, the squadron struck ships and targets on Formosa in support of the landings in Lingayen Gulf, Luzon.

9–20 Jan 1945: The squadron participated in operations in the South China Sea, the first time an American Task Force had entered these waters since the beginning of the war. During these operations, squadron aircraft struck a large convoy of tankers; targets along the coast of Indochina reaching almost to Saigon; Formosa was hit again; and then strikes were flown against Hong Kong.

25 Mar 1948: *Valley Forge* (CV 45) operated in the Persian Gulf with Saudi Arabian Prince Ibn Saud embarked to view air operations. The air display was cancelled because of a sand storm and hazy air conditions.

29 Apr 1948: *Valley Forge* moored port side to Dokkeskjaerkaien Dock, Bergen, Norway. The mooring was conducted without the aid of tugs, using the engine power of the squadron's eight SB2C-5s spotted on the aft deck and eight other aircraft on the forward deck. The mooring operation was called "Operation Pinwheel."



A squadron SBD-3 Dauntless on the flight deck, circa late 1942 (Courtesy Robert Lawson Collection).

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|---------------------------------|------------------------|
| NAS San Diego | 10 Oct 1942 |
| NAS Barbers Point | 26 Nov 1942* |
| NAF Nandi (in the Fiji Islands) | Feb 1943* |
| NAF Guadalcanal | 26 Apr 1943 |
| NAS Alameda | Aug 1943 |
| NAS Hilo | 06 Apr 1944* |
| NAS Barbers Point | 19 Jun 1944* |
| NAS Alameda | Feb 1945 |
| NAAS Fallon | 30 Apr 1945* |
| NAAS Santa Rosa | 26 Jul 1945* |
| NAS Kahului, Hawaii | 21 Feb 1946 |
| NAS San Diego | 25 Nov 1946 |

* Temporary shore assignment while the squadron conducted training in preparation for combat deployment.

Commanding Officers

| | <i>Date Assumed Command</i> |
|--------------------------------|-----------------------------|
| LCDR Weldon L. Hamilton | 10 Oct 1942 |
| LCDR Raymond B. Jacoby | 30 Sep 1943 |
| LT Charles A. Skinner (acting) | 01 Nov 1943 |
| LCDR Lloyd A. Smith | 15 Nov 1943 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|---------------------------------|-----------------------------|
| LT Eugene M. Yoder (acting) | 01 Nov 1944 |
| LCDR Edwin John Kroeger | 07 Nov 1944 |
| LTJG George G. Beckham (acting) | 09 Apr 1945 |
| LT Eugene M. Yoder (acting) | 10 Apr 1945 |
| LCDR Ried W. Stone | 05 May 1945 |
| LCDR Raymond A. Boyd | 05 Jun 1947 |
| LCDR F. E. Miller (acting) | 16 Jun 1948 |
| CDR Adolf L. Siegener | 28 Jun 1948 |
| LCDR J. E. Savage | 30 Jun 1949 |
| LCDR E. T. Deacon | 01 Aug 1949 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| SBD-3 | Oct 1942 |
| SBD-4 | Feb 1943 |
| SBD-5 | Oct 1943 |
| SB2C-1C | 25 Nov 1943 |
| SB2C-4/4E | Apr 1945 |
| SB2C-5 | Jan 1946 |
| AD-1 | 31 Aug 1948 |
| AD-2 | 20 Dec 1948 |
| F8F-2 | Nov 1949 |



A squadron SB2C-5 flies over Gibraltar during its world cruise aboard Valley Forge (CV 45), 1948.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| Feb 1943 | Aug 1943 | CVG-11 | * | SBD-3/4 | SoPac |
| 29 Sep 1944 | 01 Feb 1945 | CVG-11 | CV 12† | SB2C-1C | Pacific |
| 09 Oct 1947 | 11 Jun 1948 | CVAG-11 | CV 45‡ | SB2C-5 | World Cruise |

* The squadron was landbased during operations in the South Pacific.

† The squadron transferred to *Kasaan Bay* (CVE 69) on 1 February 1945 at Ulithi for its return trip back to the States.

‡ During October through December 1947 the squadron operated from NAS Barbers Point with occasional exercises aboard *Valley Forge* (CV 45). The squadron departed NAS Barbers Point, embarked on *Valley Forge*, and continued on its world cruise, stopping at Australia, China, Singapore, Ceylon, Saudi Arabia, Gibraltar, Norway, England, New York, and Panama Canal Zone.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|------------------------|------------------|------------------------|
| CVG-11/CVAG-11/CVG-11† | V* | 10 Oct 1942 |

* The tail code V was assigned on 7 November 1946.

† CVG-11 was redesignated CVAG-11 on 15 November 1946. CVAG-11 was changed back to CVG-11 on 1 September 1948.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------------------------|--|-------------|
| PUC | 10 Oct 1944 | 22 Nov 1944 |
| | 14 Dec 1944 | 16 Dec 1944 |
| | 03 Jan 1945 | 22 Jan 1945 |
| Campaign Medal (Asiatic-Pacific) | 08 Feb 1943 | 20 Jun 1943 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 10 Oct 1944 | 29 Nov 1944 |
| | 14 Dec 1944 | 16 Dec 1944 |
| | 09 Jan 1945 | |
| | 12 Jan 1945 | |
| | 16 Jan 1945 | |



A squadron AD-2 Skyraider loaded with weapons on the deck of Valley Forge (CV 45), circa 1949 (Courtesy Robert Lawson Collection).

VA-115

Lineage

Established as Torpedo Squadron ELEVEN (VT-11) on 10 October 1942.

Redesignated Attack Squadron TWELVE A (VA-12A) on 15 November 1946.

Redesignated Attack Squadron ONE HUNDRED FIFTEEN (VA-115) on 15 July 1948. The first squadron to be assigned the VA-115 designation.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 25 June 1945. Colors for this Walt Disney designed



The squadron's first insignia was designed by Walt Disney Studio.

cherub was wearing a deep green helmet and cream colored goggles with a black strap and black outlines.



A new stylized globe and wing insignia was approved for use by the squadron in 1956 and has become a well-known design.

insignia were: a grayish blue background outlined in black with a wide outer red ring; deep green ocean; black torpedo with a white skull face and white markings and gray streaks with black outlines and markings; the winged cherub was flesh color with white wings and eyes, black pupils and mouth, and a deep pink tongue; the

A new squadron insignia was approved by CNO on 17 September 1956. Colors for the globe and abstract wing design are: a black background; white globe with black lines; white stylized clock hands; gold stars and abstract wing design; gold scroll outlined in black with black lettering.

Nickname: Arabs, 1950s–1979.

Eagles, 1979–present.*

Chronology of Significant Events

1 Jan–1 Feb 1943: A detachment of 6 aircraft from the squadron were sent to Kanton Island, in the Phoenix Islands, for antisubmarine defense and search missions.

* During the squadron's deployment to the Indian Ocean in 1989, they temporarily changed their nickname back to Arabs to enhance the esprit de corps while operating in the Arabian Sea.



The squadron's C.O., LCdr. F. L. Ashworth, in his TBF-1 Avenger on Guadalcanal in May 1943.

Apr–Jul 1943: The squadron was landbased at Guadalcanal and participated in the Solomons (New Georgia) Campaign. They flew patrol, search, spotting, strike, and night minelaying missions against targets in the Solomon Islands.

5 May 1944: Squadron aircraft were involved in an antisubmarine attack off the coast of Hilo, Hawaii. The attack against the enemy submarine was assessed as probable by the squadron commander.

10 Oct 1944: The squadron participated in the first strikes against Okinawa, part of the opening of the Leyte Campaign.

25 Oct 1944: The Japanese Fleet, in three elements, converged on Leyte to oppose the landings. While 340 miles from Leyte, which was beyond the normal combat radius for World War II carrier aircraft, squadron aircraft were launched for a strike on the central element of the Japanese Fleet. Its TBMs arrived over the enemy fleet after it had broken off its engagement, the Battle Off Samar, with the American escort carriers and destroyers guarding the landing and supply ships. The TBMs struck the retiring Japanese Central Fleet, scoring hits on a battleship and two cruisers. All the squadron's aircraft returned, completing a 600 mile round trip combat flight. For their actions during this engagement, the following squadron personnel were awarded the Navy Cross: Lieutenants Wilbur J. Engman, Melvin L. Tegge, and Thomas B. Adams and Lieutenant (jg)s Richard W. Russell, Lawrence E. Helmuth, John M. Davis and William Maier.

26 Oct 1944: Strikes continued against the Japanese Fleet and Lieutenant Leroy H. Grau was awarded the Navy Cross for a successful torpedo attack against a Japanese light cruiser.

Nov 1944: The squadron continued to provide support for the Occupation of Leyte, striking targets on Luzon.

13 Nov 1944: The squadron's commanding officer, Lieutenant Commander R. Denniston, Jr., was lost on a combat mission over Manila Harbor.

Dec 1944: Squadron aircraft struck targets on Luzon in support of the landings on Mindoro.

18 Dec 1944: While operating east of the Philippines the task force was overtaken by an unusually severe typhoon causing the loss of three destroyers and damage to several other ships, including four light carriers.

Jan 1945: In early January, the squadron struck ships and targets on Formosa and Luzon in support of the landings in Lingayen Gulf, Luzon.

9–20 Jan 1945: The squadron participated in operations in the South China Sea, the first time an American Task Force had entered these waters since the beginning of the war. The squadron struck targets at Cam Ranh Bay and a convoy off Qui Nhon, French Indo-China; shipping at the Pescadores Island; and Hong Kong.

12–18 Sep 1950: The squadron participated in the pre-assault strikes against targets in and around Inchon, Korea, in preparation for the landings there on 15 September. During and after the invasion, the squadron continued to fly deep support missions into the areas surrounding Inchon, striking at targets of opportunity.

9 Nov 1950: The squadron's first encounter with MiG-15s was during a mission against Sinuiju, Korea. All the aircraft returned safely to *Philippine Sea*.

Dec 1950: The squadron provided close air support for American troops in the Chosen Reservoir area.

Feb–Jul 1952: The squadron's combat missions in Korea during this time period centered on rail interdiction, with some strikes against North Korean transportation, communication, industrial and supply facilities.

23–24 Jun 1952: The squadron participated in coordinated strikes against North Korean hydroelectric power plants, these were the first heavy attacks conducted against these installations. Nine different hydroelectric power plants were struck by forces from Carrier Air Groups 2, 7, 11, 19, and the 5th Air Force.

Feb 1955: The squadron flew air cover missions during the evacuation of over 26,000 personnel from Tachen Islands which had come under bombardment by the People's Republic of China in January.

Aug–Sep 1958: The squadron was part of the task force that provided support to the Republic of China during the shelling of the Quemoy Island group by the Chinese Communists.

May–Jun 1964: During the Laotian crisis, the squadron flew Combat Air Patrol and Search and Rescue sorties over the country.

Aug 1967–Jan 1970: During this period the squadron was in an inactive stand-down status. There were no aircraft and only a few administrative personnel assigned. The inactive status was a transitional period, awaiting the time when the squadron would assume an active status and receive the A-6 Intruder. This is the only known instance in which a squadron was not disestablished but remained on the active squadron inventory in an inactive status. The squadron resumed an active status on 1 January 1970.

May–Oct 1972: The squadron participated in Linebacker I operations, heavy air strikes against targets in North Vietnam to interdict the flow of supplies.

Apr–May 1975: The squadron participated in Operation Frequent Wind, the evacuation of American personnel from Saigon, South Vietnam, as the country fell to the communists.

Aug–Sep 1976: The squadron operated near the Korean Peninsula following the murder of U.S. military personnel in the Korean DMZ by North Koreans.

Apr–May 1979: *Midway*, with VA-115 embarked, deployed to the Gulf of Aden to relieve *Constellation* (CV 64) and maintain a U.S. carrier presence following the outbreak of fighting between North and South Yemen and the fall of the Shah of Iran.

Oct 1979: As a response to anti-American demonstrations in Iran, *Midway* and its air wing, including VA-115, were ordered to deploy to the Indian Ocean for the second time in 1979.

Nov–Dec 1979: In response to the seizure of the American Embassy and its staff by an Iranian mob, *Midway* returned to the Arabian Sea.

May–Jun 1980: Following the massacre of several hundred people in the city of Kwangju, South Korea, the squadron operated from *Midway* off the coast of South Korea until the crisis subsided.

Dec 1981: Following unrest in South Korea the squadron operated from *Midway* off the coast of South Korea for several days.

29 Feb 1988: During an exercise in the Gulf of Siam, a squadron aircraft spotted a boatload of Vietnamese refugees, leading to their rescue by *Midway* (CV 41).

Sep 1988: During the Summer Olympics in Seoul, South Korea, the squadron was embarked on *Midway* and operating in the Sea of Japan to demonstrate U.S. support for a peaceful olympics.

Nov 1990–Jan 1991: The squadron flew missions in support of Operation Desert Shield, the build-up of American and Allied forces to counter a threatened invasion of Saudi Arabia by Iraq and were part of an economic blockade of Iraq to force its withdrawal from Kuwait.

20 Jan–9 Mar 1991: The squadron participated in Operation Desert Storm, striking Iraqi naval targets and bases, airfields and bridges, a communication center, and providing close air support for Allied ground forces.



A squadron TBF-1 Avenger on Guadalcanal with Lt. (jg) George Gay, LCdr W. L. Hamilton and LCdr F. L. Ashworth, May 1943.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------------------------|------------------------|
| NAS San Diego | 10 Oct 1942 |
| NAS Pearl Harbor | 01 Nov 1942* |
| NAS Barbers Point | 07 Nov 1942* |
| NAF Nandi (in the Fiji Islands) | 28 Feb 1943* |
| NAF Guadalcanal (Henderson Field) | 17 Apr 1943 |
| NAS Alameda | 19 Aug 1943 |
| NAS Hilo | 08 Apr 1944* |
| NAS Barbers Point | 19 Jun 1944* |
| NAS Alameda | 24 Feb 1945 |
| NAAS Fallon | 30 Apr 1945* |
| NAAS Santa Rosa | 26 Jul 1945 |
| NAS Kahalui | 22 Feb 1946 |
| NAS San Diego | 26 Nov 1946 |
| NAS Miramar | 15 Sep 1952 |
| NAS Moffett Field | 08 Dec 1961† |
| NAS Lemoore | 03 Apr 1963 |
| NAS Whidbey Island | 01 Jan 1970 |
| NS Yokosuka (NAF Atsugi & Misawa) | 05 Oct 1973‡ |

* Temporary shore assignment while the squadron conducted training in preparation for combat deployment.

† On 30 June 1961 the squadron's home port was changed to NAS Moffett Field. However, the squadron did not arrive there until 8 December 1961.

‡ VA-115, along with CVW-5 and *Midway* (CVA 41), were part of a program to permanently assign a carrier and air wing to an overseas home port. *Midway's* new home port was Naval Station Yokosuka, Japan, and the squadron would normally operate out of NAF Atsugi or Misawa when the carrier was in NS Yokosuka. The assignment was effective 30 June 1973. However, the squadron did not arrive until 5 October 1973.

Commanding Officers

| <i>Date Assumed Command</i> | |
|-----------------------------|-------------------------------|
| 10 Oct 1942 | LCDR Frederick L. Ashworth |
| 25 Sep 1943 | LCDR Radcliffe Denniston, Jr. |
| 13 Nov 1944 | LT Wilbur J. Engman (acting) |
| 25 Dec 1944 | LCDR John A. Fidel |
| 12 Sep 1946 | LT John W. Carmody |
| 14 Oct 1946 | LCDR George B. Riley |
| 09 Jan 1948 | LCDR Lawrence B. Green |
| 14 Oct 1948 | LCDR William H. House |
| 16 Jan 1950 | LCDR Richard W. Fleck |
| 30 Jun 1951 | CDR Charles H. Carr |
| 08 Jul 1952 | LCDR J. H. Sands (acting) |
| 17 Sep 1952 | LCDR J. M. Ritzdorf (acting) |
| 18 Oct 1952 | CDR J. D. Taylor |
| Jun 1954 | CDR C. L. Dillard |
| May 1955 | CDR C. W. Smith, Jr. |
| Mar 1957 | CDR Leone E. Kirk, Jr. |
| 04 Jun 1958 | LCDR R. L. Bothwell |
| 09 Oct 1959 | CDR G. W. Gaiennie |
| 27 Feb 1961 | CDR J. F. Driscoll |
| 15 Jan 1962 | CDR C. H. Bowen |
| 03 Jan 1963 | CDR George A. Parker |
| 21 Jan 1964 | CDR Merrill C. Pinkepank |
| 05 Aug 1964 | CDR M. C. Cook (acting) |
| Oct 1964 | CDR D. D. Smith |
| 22 Jul 1965 | CDR M. C. Cook |
| 15 Jul 1966 | CDR H. G. Bailey |
| Aug 1967* | CDR C. E. Hathaway |
| Jul 1968* | CDR O. E. Krueger |
| Jul 1969* | CDR R. H. Caldwell |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|--------------------------|-----------------------------|
| CDR C. J. Ward | 16 Jan 1970 |
| CDR E. I. Carmichael | 09 Jul 1971 |
| CDR Paul D. Barrish | 11 Jul 1972 |
| CDR J. C. Presley | 06 Jul 1973 |
| CDR James J. Hower | 12 Jun 1974 |
| CDR Russell E. Whippes | 22 Dec 1975 |
| CDR Jay T. Grafton | 28 Jan 1977 |
| CDR Louis E. Thomassy | 24 Feb 1978 |
| CDR Rodney C. Franz | 26 Jun 1979 |
| CDR Joseph D. Favaro | 01 Nov 1980 |
| CDR Robert R. Wittenburg | 21 Apr 1981 |
| CDR William W. Radican | 16 Jul 1982 |
| CDR William A. Gouslin | 27 Dec 1983 |
| CDR Richard J. Rhoades | 20 Jun 1985 |
| CDR Paul D. Cash | 19 Dec 1986 |
| CDR David P. Polatty III | 10 Jun 1988 |
| CDR Terry J. Toms | Nov 1989 |
| CDR James D. Kelly | 01 Jul 1991 |

* During the squadron's inactive period between August 1967 and January 1970 the squadron was under the administrative control of VA-125. The Commanding Officer of VA-125 was also the Commanding Officer of VA-115.

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| TBF-1 | Oct 1942 |
| TBM-1 | 13 Oct 1943 |
| TBM-1C | Nov 1943 |
| TBM-3 | 19 Dec 1944 |
| TBM-3E | Apr 1945 |
| TBM-3Q | Jan 1947 |
| TBM-3W | Oct 1947 |
| AD-1 | Dec 1948 |
| AD-2 | 20 Dec 1948 |
| AD-3Q | Aug 1949 |
| AD-4 | Dec 1949 |
| AD-4Q | Jul 1950 |
| AD-4L | May 1951 |
| AD-4NA | Aug 1952 |
| AD-6/A-1H* | Jan 1954 |
| AD-7/A-1J* | Nov 1958 |
| A-6A | 03 Apr 1970 |
| KA-6D | Feb 1971 |
| A-6B | Oct 1973 |
| A-6E | Apr 1977 |

* The AD-6 and AD-7 designations were changed to A-1H and A-1J in 1962.



A photo of Manila harbor following an attack by squadron TBMs in November 1944.



Squadron TBM-3s on the deck of Valley Forge (CV 45) depart Portsmouth, England, during its world cruise in 1947-1948.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|--------------------------|
| Feb 1943 | Jul 1943 | CVG-11 | * | TBF-1 | SoPac |
| 29 Sep 1944 | 01 Feb 1945 | CVG-11 | CV 12† | TBM-1C/3 | Pacific |
| 09 Oct 1947 | 11 Jun 1948 | CVAG-11 | CV 45‡ | TBM-3E/Q/W | World Cruise |
| 05 Jul 1950 | 07 Apr 1951 | CVG-11 | CV 47§ | AD-4/4Q | WestPac/Korea |
| 31 Dec 1951 | 08 Aug 1952 | CVG-11 | CV 47 | AD-4/4L | WestPac/Korea |
| 01 Jul 1953 | 18 Jan 1954 | CVG-11 | CVA 33 | AD-4NA/4B | WestPac |
| 07 Oct 1954 | 12 May 1955 | CVG-11 | CVA 33 | AD-6 | WestPac |

Major Overseas Deployments—Continued

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 16 Jul 1956 | 26 Jan 1957 | CVG-11 | CVA 9 | AD-6 | WestPac |
| 08 Mar 1958 | 22 Nov 1958 | CVG-11 | CVA 38 | AD-6 | WestPac |
| 09 Mar 1959 | 03 Oct 1959 | CVG-11 | CVA 38 | AD-7 | WestPac |
| 16 Jul 1960 | 18 Mar 1961 | CVG-11 | CVA 19 | AD-7 | WestPac |
| 11 Aug 1961 | 01 Nov 1961 | CVG-11 | CVA 63 | AD-6 | ++ |
| 13 Sep 1962 | 02 Apr 1963 | CVG-11 | CVA 63 | A-1H/J | WestPac |
| 17 Oct 1963 | 20 Jul 1964 | CVW-11 | CVA 63 | A-1H/J | WestPac |
| 19 Oct 1965 | 13 Jun 1966 | CVW-11 | CVA 63 | A-1H/J | WestPac/Vietnam |
| 05 Jan 1967 | 22 Jul 1967 | CVW-5 | CVA 19 | A-1H | WestPac/Vietnam |
| 16 Apr 1971 | 06 Nov 1971 | CVW-5 | CVA 41 | A-6A/KA-6D | WestPac/Vietnam |
| 10 Apr 1972 | 03 Mar 1973 | CVW-5 | CVA 41 | A-6A/B & KA-6D | WestPac/Vietnam |
| 11 Sep 1973 | 05 Oct 1973 | CVW-5 | CVA 41 | A-6A/B & KA-6D | WestPac** |
| 26 Nov 1973 | 22 Dec 1973 | CVW-5 | CVA 41 | A-6A/B & KA-6D | WestPac |
| 29 Jan 1974 | 06 Mar 1974 | CVW-5 | CVA 41 | A-6A/B & KA-6D | WestPac |
| 18 Oct 1974 | 20 Dec 1974 | CVW-5 | CVA 41 | A-6A/B & KA-6D | WestPac |
| 13 Jan 1975 | 18 Feb 1975 | CVW-5 | CVA 41 | A-6A/B & KA-6D | WestPac |
| 31 Mar 1975 | 29 May 1975 | CVW-5 | CVA 41 | A-6A/B & KA-6D | WestPac |
| 04 Oct 1975 | 19 Dec 1975 | CVW-5 | CV 41 | A-6A/B & KA-6D | WestPac/IO |
| 13 Mar 1976 | 26 Apr 1976 | CVW-5 | CV 41 | A-6A/B & KA-6D | WestPac |
| 19 May 1976 | 22 Jun 1976 | CVW-5 | CV 41 | A-6A/B & KA-6D | WestPac |
| 09 Jul 1976 | 04 Aug 1976 | CVW-5 | CV 41 | A-6A/B & KA-6D | WestPac |
| 01 Nov 1976 | 17 Dec 1976 | CVW-5 | CV 41 | A-6A/B & KA-6D | WestPac |
| 11 Jan 1977 | 01 Mar 1977 | CVW-5 | CV 41 | A-6A/B & KA-6D | WestPac |
| 19 Apr 1977 | 05 May 1977 | CVW-5 | CV 41 | A-6A/B & KA-6D | WestPac†† |
| 08 Aug 1977 | 02 Sep 1977 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac |
| 27 Sep 1977 | 21 Dec 1977 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac/IO |
| 11 Apr 1978 | 23 May 1978 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac |
| 09 Nov 1978 | 23 Dec 1978 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac |
| 11 Jan 1979 | 20 Feb 1979 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac |
| 07 Apr 1979 | 18 Jun 1979 | CVW-5 | CV 41 | A-6E & KA-6D | IO |
| 20 Aug 1979 | 14 Sep 1979 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac |
| 30 Sep 1979 | 20 Feb 1980 | CVW-5 | CV 41 | A-6E & KA-6D | IO |
| 14 Jul 1980 | 26 Nov 1980 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac/IO |
| 23 Feb 1981 | 05 Jun 1981 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac/IO |
| 26 Jun 1981 | 16 Jul 1981 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac |
| 03 Sep 1981 | 06 Oct 1981 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac |
| 26 Apr 1982 | 18 Jun 1982 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac |
| 14 Sep 1982 | 11 Dec 1982 | CVW-5 | CV 41 | A-6E & KA-6D | NorPac/WestPac |
| 02 Jun 1983 | 13 Aug 1983 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac |
| 25 Oct 1983 | 11 Dec 1983 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac |
| 28 Dec 1983 | 23 May 1984 | CVW-5 | CV 41 | A-6E & KA-6D | IO |
| 15 Oct 1984 | 12 Dec 1984 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac |
| 01 Feb 1985 | 28 Mar 1985 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac |
| 10 Jun 1985 | 4 Oct 1985 | CVW-5 | CV 41 | A-6E & KA-6D | IO/WestPac |
| 15 Nov 1985 | 12 Dec 1985 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac |
| 17 Jan 1986 | 30 Mar 1986 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac |
| 09 Jan 1987 | 20 Mar 1987 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac |
| 23 Apr 1987 | 13 Jul 1987 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac |
| 15 Oct 1987 | 12 Apr 1988 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac/IO |
| 18 Oct 1988 | 09 Nov 1988 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac |
| 21 Jan 1989 | 24 Feb 1989 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac |
| 27 Feb 1989 | 09 Apr 1989 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac |
| 31 May 1989 | 25 Jul 1989 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac |

Major Overseas Deployments—Continued

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 15 Aug 1989 | 11 Dec 1989 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac/IO |
| 20 Feb 1990 | 06 Apr 1990 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac |
| 02 Oct 1990 | 17 Apr 1991 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac/IO/ Persian Gulf |

* The squadron was landbased during its operations in the South Pacific.

† The squadron transferred to *Kasaan Bay* (CVE 69) on 1 February 1945 at Ulithi for transport back to Hawaii, it then boarded Curtiss (AV 4) for transportation to the States.

‡ During October through December 1947 the squadron operated from NAS Barbers Point with occasional exercises aboard *Valley Forge* (CV 45). In January 1948 the squadron departed NAS Barbers Point, embarked in *Valley Forge*, continuing its world cruise.

§ While docked at Yokosuka, Japan, the squadron transferred from *Philippine Sea* (CV 47) to *Valley Forge* (CV 45) on 29 March 1951 for its return trip to the U.S. *Philippine Sea* continued its tour of duty in Korea with another air group.

++ The squadron operated from *Kitty Hawk* (CVA 63) during its home port change from the Atlantic to the Pacific. The transit to the Pacific, via Cape Horn, was part of a training cruise that included operations in the Caribbean, South Atlantic and eastern Pacific.

** The squadron and *Midway* (CVA 41) arrived at their new home port, Naval Station Yokosuka, Japan. Since the squadron is permanently forward deployed all future deployments for the squadron will cover only those operations outside the home waters of Japan.

†† The squadron exchanged its A-6A and B model Intruders for A-6Es while *Midway* was in port at NS Subic Bay. Transitional training in the A-6E was conducted from NAF Atsugi during May to August 1977.



Squadron AD-4 Skyraiders prepare to launch a strike from Philippine Sea (CV 47) during their first combat deployment to Korea, circa September 1950.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------------------------|------------------|------------------------|
| CVG-11/CVAG-11/ CVG-11/CVW-11† | V/NH* | 10 Oct 1942 |
| CVW-5 | NF | 16 Jul 1966 |
| VA-125‡ | | Aug 1967 |
| CVW-16 | AH | 1970 |
| CVW-5 | NF | 1971 |

* The tail code V was assigned to CVG-11 on 7 November 1946. The tail code was changed from V to NH in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

† CVG-11 was redesignated CVAG-11 on 15 November 1946. The CVAG-11 designation was changed back to CVG-11 on 1 September 1948. CVG-11 was redesignated CVW-11 when Carrier Air Group (CVG) designations were redesignated Carrier Air Wings (CVW) on 20 December 1963.

‡ Administratively assigned to VA-125 during the squadron's stand-down.



A flight of squadron A-1H Skyraiders, circa 1964.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| PUC | 10 Oct 1944 | 22 Nov 1944 |
| | 14 Dec 1944 | 16 Dec 1944 |
| | 03 Jan 1945 | 22 Jan 1945 |
| | 30 Apr 1972 | 09 Feb 1973 |
| | | |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------------------------|--|-------------|
| Campaign Medal (Asiatic-Pacific) | 08 Feb 1943 | 20 Jun 1943 |
| | 10 Oct 1944 | 29 Nov 1944 |
| | 14 Dec 1944 | |
| | 09 Jan 1945 | |
| | | |



A flight of two squadron A-6E Intruders loaded with cluster bombs, 1991.

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 12 Jan 1945 | |
| | 16 Jan 1945 | |
| KPUC | 01 Aug 1950 | 16 Mar 1951 |
| | 20 Jan 1952 | 12 Jul 1952 |
| NUC | 04 Aug 1950 | 16 Mar 1951 |
| | 26 Nov 1965 | 14 May 1966 |
| | 29 Apr 1975 | 30 Apr 1975 |
| | 01 Jan 1978 | 30 Jun 1979 |
| | 17 Jan 1991 | 07 Feb 1991 |
| SASM | 02 Nov 1990 | 14 Mar 1991 |
| KLM | 17 Jan 1991 | 28 Feb 1991 |
| NAVE | 01 Jul 1959 | 30 Jun 1960 |
| | 01 Jul 1961 | Oct 1962 |
| | Nov 1962 | Feb 1964 |
| | 01 Jul 1977 | 31 Dec 1978 |
| | 01 Jan 1978 | 30 Jun 1980 |
| AFEM | 20 May 1964 | 10 Jun 1964 |
| | 17 Oct 1971 | 19 Oct 1971 |
| | 29 Apr 1975 | 30 Apr 1975 |
| HSM | 29 Apr 1975 | 30 Apr 1975 |
| MUC | 20 Jan 1967 | 14 Jul 1967 |
| | 07 May 1971 | 28 Oct 1971 |
| | 13 Nov 1979 | 08 Feb 1980 |
| | 27 Jul 1982 | 01 May 1984 |
| | 15 Oct 1989 | 29 Oct 1989 |
| NEM | 15 Apr 1979 | 06 Jun 1979 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 21 Nov 1979 | 07 Feb 1980 |
| | 19 Aug 1980 | 13 Nov 1980 |
| | 12 Mar 1981 | 19 May 1981 |
| RVNGC | 30 Mar 1972 | 15 Jul 1972 |
| VNSM | 25 Nov 1965 | 23 Dec 1965 |
| | 15 Jan 1966 | 04 Feb 1966 |
| | 18 Feb 1966 | 14 Mar 1966 |
| | 01 Apr 1966 | 29 Apr 1966 |
| | 08 May 1966 | 23 May 1966 |
| | 05 Feb 1967 | 25 Feb 1967 |
| | 15 Mar 1967 | 12 Apr 1967 |
| | 28 Apr 1967 | 04 Jun 1967 |
| | 12 Jun 1967 | 27 Jun 1967 |
| | 17 May 1971 | 09 Jun 1971 |
| | 29 Jun 1971 | 20 Jul 1971 |
| | 31 Jul 1971 | 17 Aug 1971 |
| | 26 Sep 1971 | 11 Oct 1971 |
| | 01 May 1972 | 01 Jun 1972 |
| | 11 Jun 1972 | 07 Jul 1972 |
| | 16 Jul 1972 | 13 Aug 1972 |
| | 23 Aug 1972 | 10 Sep 1972 |
| | 19 Sep 1972 | 12 Oct 1972 |
| | 23 Oct 1972 | 23 Nov 1972 |
| | 03 Dec 1972 | 22 Dec 1972 |
| | 31 Dec 1972 | |
| | 04 Jan 1973 | 24 Jan 1973 |
| | 03 Feb 1973 | 09 Feb 1973 |

VA-122

Lineage

Established as Composite Squadron THIRTY FIVE (VC-35) on 25 May 1950.

Redesignated Attack Squadron (All Weather) THIRTY FIVE (VA(AW)-35) on 1 July 1956.

Redesignated Attack Squadron ONE TWENTY TWO (VA-122) on 29 June 1959.

Disestablished on 31 May 1991. The first squadron to be assigned the VA-122 designation.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 13 September 1951. Colors for the owl insignia



The owl design was the squadron's first approved insignia.

were: a red background with a blue and white owl, the eyes of the owl were gold.

Following the redesignation to VA-122 the squadron requested approval for a new insignia. The new insignia was approved by CNO on 22 April 1960. The colors of the eagle and book insignia were: a blue background for the insignia and scroll, out-

lined in black; a white wreath; the book had black pages, edged in white with a red cover; brown eagle with black highlights, its head was white with black highlights and a yellow beak and claws; a white bomb outlined in black with three red bands; and the scroll's lettering was white.

Nickname: Flying Eagles, 1971–1991.



The squadron's second insignia highlights its mission as a fleet replacement training squadron.

Chronology of Significant Events

May 1950: The squadron was established with a mission of all-weather attack and ASW. The squadron trained detachments for carrier deployments and also participated in various exercises held on the west coast.

9 Nov 1950–9 Jun 1951: VC-35 Det 3 was the squadron's first detachment to deploy. It deployed to Korea and flew ASW patrols, night heckler missions, and other combat sorties. These became the standard

missions for the squadron detachments that deployed to Korea.

29 Jun 1959: The squadron's mission was changed from all-weather attack to fleet replacement training. It was responsible for instrument flight training for fleet prop pilots, including ground school; enlisted ground training for Skyraider maintenance personnel; and the training of fleet replacement pilots for the AD-6/7 Skyraider.

Jun–Aug 1960: The squadron trained eight officers from the South Vietnamese Air Force in the operation of the AD Skyraider.

Nov 1966: With the acceptance of the A-7A Corsair II, the squadron took on the additional mission of fleet replacement training in this new aircraft.

1967: VA-147 was the first squadron to be trained in the A-7 by VA-122.

Dec 1969: The squadron joined with VA-125 to inaugurate a graduate level Light Attack Weapons School which involved three intensive weeks of classroom and flight syllabus training covering all phases of attack aviation.

15 Oct 1973: VA-122's Weapons Training Center, which conducted the Light Attack Weapons School, became a separate command and was designated Light Attack Weapons School, Pacific.

30 Jun 1988: With the disestablishment of VA-174 the east coast Fleet Readiness Squadron for the A-7, VA-122 assumed the responsibility for A-7 training on both coasts.

May 1991: Prior to VA-122's disestablishment, it had trained and graduated over 5,000 light attack pilots and over 55,000 highly skilled maintenance personnel during its career as a fleet replacement training squadron.

Home Port Assignments

| | Location | Assignment Date |
|-----------------------------|----------|-----------------|
| NAS San Diego/North Island* | | 25 May 1950 |
| NAS Moffett Field | | 01 Jul 1961 |
| NAS Lemoore | | 01 Jan 1963 |

* NAS San Diego was redesignated NAS North Island in 1955.



Squadron AD-4NL Sky-raidiers in flight, 6 October 1951 (Courtesy Robert Lawson Collection).

Commanding Officers

| | <i>Date Assumed Command</i> |
|--------------------------------|-----------------------------|
| CDR Charles R. Stapler | 25 May 1950 |
| CDR David A. Marks | 19 May 1951 |
| CDR William L. Conley (acting) | 25 Aug 1951 |
| CDR David A. Marks | 29 Nov 1951 |
| CDR Louis E. Burke, Jr. | 31 Jul 1952 |
| CDR Frank G. Edwards (acting) | 31 Oct 1952 |
| CDR Louis E. Burke, Jr. | 25 Nov 1952 |
| CDR John H. Pennoyer | Apr 1953 |
| CDR Guiseppi Macri | 16 Sep 1955 |
| CDR Donald B. Ingerslew | Jan 1956 |
| CAPT Edward V. Wedell | 09 Aug 1957 |
| CAPT L. E. Harris | 29 Jul 1959 |
| CDR P. E. Payne | 26 Jul 1960 |
| CDR J. A. Davenport | 23 Jun 1961 |
| CDR John E. Ford | 19 Oct 1962 |
| CDR Joseph L. Coleman | 08 Nov 1963 |
| CDR M. C. Pinkepank | 10 Aug 1964 |
| CDR Hugh A. Hoy | 06 Oct 1965 |
| CDR Melvin D. Blixt | 11 Oct 1966 |
| CDR Carl Birdwell, Jr. | Jul 1967 |
| CDR Melvin M. Quaid, Jr. | 23 Aug 1968 |
| CDR Walter S. Gray III | 29 Aug 1969 |
| CDR John L. Nicholson, Jr. | 07 Aug 1970 |
| CDR Jesse R. Emerson III | 10 Aug 1971 |
| CDR Cecil B. Hawkins, Jr. | 08 Aug 1972 |
| CAPT Robert N. Livingston | 30 Nov 1973 |
| CDR Richard L. Grant | 07 Feb 1975 |
| CDR Kenneth A. Dickerson | 16 Apr 1976 |
| CDR Meredith W. Patrick | 19 Aug 1977 |
| CDR John A. Moriarty | 06 Dec 1978 |
| CDR Lawrence H. Price | 20 May 1980 |
| CDR Howard E. Koss | 09 Sep 1981 |
| CDR John E. Vomastic | 05 Apr 1983 |
| CDR William S. Orr, Jr. | 01 Jun 1984 |
| CDR Thomas R. Mitchell III | 11 Sep 1985 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|-----------------------|-----------------------------|
| CDR Russell C. York | 17 Dec 1986 |
| CDR George Crim | 15 Mar 1988 |
| CAPT Jeffery Harrison | 14 Jul 1989 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| AD-4N | Jun 1950 |
| AD-3Q | Jun 1950 |
| AD-4Q | Jul 1950 |
| AD-2Q | Jul 1950 |
| AD-3 | Jul 1950 |
| TBM-3E/N | Jul 1950 |
| AD-1Q | Aug 1950 |
| AD-3N | Dec 1950 |
| AD-4NL | Aug 1951 |
| AD-4N | Jan 1952 |
| AD-4B | Feb 1952 |
| F3D-2 | Feb 1953 |
| AD-5N | Mar 1954 |
| AD-5/A-1E* | May 1954 |
| AD-6/A-1H* | May 1954 |
| S2F-1 | Oct 1956 |
| TF-1Q | 18 Jan 1957 |
| AD-5Q | 20 Nov 1957 |
| AD-7/A-1J* | 05 Dec 1958 |
| T-28B | 01 Mar 1959 |
| A-7A | 15 Nov 1966 |
| A-7B | May 1968 |
| A-7E | 14 Jul 1969 |
| A-7C | Jul 1971 |
| T-39D | 1971 |
| T-28C | 1973 |
| TA-7C | 1978 |

* AD-5/6/7 designations were changed to A-1E/H/J in 1962.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Det*</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------|--|--------------------------|
| 09 Nov 1950 | 09 Jun 1951 | CVG-19 | CV 37 | 3 | AD-4N | Korea |
| 06 Dec 1950 | 09 Jun 1951 | CVG-2 | † | 4 | AD-4N | Korea |
| 02 Mar 1951 | 24 Oct 1951 | CVG-101 | CV 21 | 5/A | AD-2/4N & 4Q | Korea |
| 10 May 1951 | 17 Dec 1951 | CVG-102 | CV 31 | 6/G | AD-3/4N | Korea |
| May 1951 | 29 Aug 1951 | CVG-19X | ‡ | 7 | AD-4N | Korea |
| 26 Jun 1951 | 25 Mar 1952 | CVG-5 | CV 9 | 8/B | AD-2, AD-3, N/Q, AD-4, L/Q & AD-4NL | Korea |
| 08 Sep 1951 | 02 May 1952 | CVG-15 | CV 36 | 9/D | AD-4NL/4Q | Korea |
| 15 Oct 1951 | 03 Jul 1952 | ATG-1 | CV 45 | 10/H | AD-4NL & AD-2Q | Korea |
| 31 Dec 1951 | 08 Aug 1952 | CVG-11 | CV 47 | C | AD-4NL/Q & 2Q | Korea |

Major Overseas Deployments—Continued

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Det*</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-------------|-----------------------------|------------------------------|
| 08 Feb 1952 | 25 Sep 1952 | CVG-2 | CV 21 | A | AD-4N/2Q/3N/4NL | Korea |
| 21 Mar 1952 | 03 Nov 1952 | CVG-19 | CV 37 | E | AD-4NL/4Q & 3Q | Korea |
| 16 Jun 1952 | 06 Feb 1953 | ATG-2 | CVA 9 | I | AD-4N | Korea/WestPac |
| 16 Jun 1952 | Sep 1953 | § | § | W | AD-4B/NL/N | WestPac |
| 11 Aug 1952 | 17 Mar 1953 | CVG-101 | CVA 33 | F | AD-4N/NL | Korea |
| 15 Sep 1952 | 18 May 1953 | CVG-102 | CVA 34 | G | AD-4N | Korea |
| 20 Nov 1952 | 25 Jun 1953 | CVG-5 | CVA 45 | B | AD-4N | Korea |
| 15 Dec 1952 | 14 Aug 1953 | CVG-9 | CVA 47 | M | AD-4N | Korea |
| 24 Jan 1953 | 21 Sep 1953 | CVG-15 | CVA 37 | D | AD-4N | Korea/WestPac |
| 30 Mar 1953 | 28 Nov 1953 | ATG-1 | CVA 21 | H | AD-4N | Korea/WestPac |
| 01 Jul 1953 | 18 Jan 1954 | CVG-11 | CVA 33 | C | AD-4N | Korea/WestPac |
| 03 Aug 1953 | 03 Mar 1954 | CVG-2 | CVA 10 | A | AD-4N | WestPac |
| 14 Sep 1953 | 22 Apr 1954 | CVG-19 | CVA 34 | E | AD-4N | WestPac |
| 01 Dec 1953 | 12 Jul 1954 | ATG-2 | CVA 9 | I | AD-4N | WestPac |
| 03 Mar 1954 | 11 Oct 1954 | CVG-12 | CVA 21 | G | AD-4NL | WestPac |
| 12 Mar 1954 | 19 Nov 1954 | CVG-5 | CVA 47 | B | AD-4NL | WestPac |
| 11 May 1954 | 12 Dec 1954 | CVG-9 | CVA 12 | M | AD-4N | World Cruise |
| 01 Jul 1954 | 28 Feb 1955 | CVG-15 | CVA 10 | D | AD-4N | WestPac |
| 01 Sep 1954 | 11 Apr 1955 | ATG-1 | CVA 18 | H | AD-4N | WestPac |
| 07 Oct 1954 | 12 May 1955 | CVG-11 | CVA 33 | C | AD-5N | WestPac |
| 03 Nov 1954 | 21 Jun 1955 | CVG-2 | CVA 9 | A | AD-5N | WestPac |
| 02 Mar 1955 | 21 Sep 1955 | CVG-19 | CVA 34 | E | AD-5N | WestPac |
| 01 Apr 1955 | 23 Nov 1955 | ATG-2 | CVA 47 | I | AD-5N | WestPac |
| 03 Jun 1955 | 03 Feb 1956 | CVG-14 | CVA 21 | F | AD-5N | WestPac |
| 10 Aug 1955 | 15 Mar 1956 | CVG-12 | CVA 19 | G | AD-5N | WestPac |
| 29 Oct 1955 | 17 May 1956 | CVG-5 | CVA 33 | B | AD-5N | WestPac |
| 05 Jan 1956 | 23 Jun 1956 | ATG-3 | CVA 38 | J | AD-5N | WestPac |
| 11 Feb 1956 | 13 Jun 1956 | CVG-9 | CVA 34 | M | AD-5N | WestPac |
| 19 Mar 1956 | 13 Sep 1956 | ATG-4 | CVA 10 | K | AD-5N | WestPac |
| 23 Apr 1956 | 15 Oct 1956 | CVG-15 | CVA 18 | D | AD-5N | WestPac |
| 28 May 1956 | 20 Dec 1956 | ATG-1 | CVA 16 | H | AD-5N | WestPac |
| 16 Jul 1956 | 26 Jan 1957 | CVG-11 | CVA 9 | C | AD-5N | WestPac |
| 16 Aug 1956 | 28 Feb 1957 | CVG-21 | CVA 31 | L | AD-5N | WestPac |
| 13 Nov 1956 | 20 May 1957 | CVG-2 | CVA 38 | A | AD-5N | WestPac |
| 21 Jan 1957 | 25 Jul 1957 | CVG-14 | CVA 12 | F | AD-5N | WestPac |
| 09 Mar 1957 | 25 Aug 1957 | CVG-19 | CVA 10 | E | AD-5N | WestPac |
| 06 Apr 1957 | 18 Sep 1957 | ATG-2 | CVA 19 | I | AD-5N | WestPac |
| 19 Apr 1957 | 17 Oct 1957 | CVG-12 | CVA 16 | G | AD-5N | WestPac |
| 10 Jul 1957 | 11 Dec 1957 | CVG-5 | CVA 31 | B | AD-5N | WestPac |
| 09 Aug 1957 | 02 Apr 1958 | ATG-3 | CVA 33 | J | AD-5N | WestPac |
| 16 Sep 1957 | 25 Apr 1958 | CVG-9 | CVA 14 | M | AD-5N | WestPac |
| 06 Jan 1958 | 30 Jun 1958 | ATG-4 | CVA 12 | K | AD-5N | WestPac |
| 15 Feb 1958 | 02 Oct 1958 | CVG-15 | CVA 19 | D | AD-5N | WestPac |
| 08 Mar 1958 | 21 Nov 1958 | CVG-11 | CVA 38 | C | AD-5N | WestPac |
| 14 Jul 1958 | 19 Dec 1958 | CVG-21 | CVA 16 | L | AD-5N | WestPac |
| 16 Aug 1958 | 12 Mar 1959 | CVG-2 | CVA 41 | A | AD-5N | WestPac |
| 21 Aug 1958 | 12 Jan 1959 | ATG-4 | CVA 20 | K | AD-5N | WestPac |
| 04 Oct 1958 | 17 Feb 1959 | ATG-1 | CVA 14 | H | AD-5N | WestPac |
| 01 Nov 1958 | 18 Jun 1959 | CVG-19 | CVA 31 | E | AD-5N | WestPac |

Major Overseas Deployments—Continued

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Det*</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-------------|-----------------------------|------------------------------|
| 03 Jan 1959 | 27 Jul 1959 | CVG-14 | CVA 61 | F | AD-5N | WestPac |
| 09 Mar 1959 | 02 Oct 1959 | CVG-11 | CVA 38 | C | AD-5N | WestPac |
| 26 Apr 1959 | 02 Dec 1959 | CVG-21 | CVA 16 | L** | AD-5N | WestPac |

* The squadron only deployed in detachments, usually four aircraft, and never as a complete squadron. In October 1951 the squadron's detachment designations were changed from numbers to letters.

† Detachment 4 deployed to Korea embarked in *Valley Forge* (CV 45) and on 29 March 1951, as part of CVG-2, transferred to *Philippine Sea* (CV 47). It returned to the States embarked in *Philippine Sea*.

‡ The detachment was sent to Japan, via air and ship transport, as part of Replacement Air Group 19X (CVG-19X). When it arrived in Japan it relieved CVG-19 in *Princeton* (CV 37). Upon completion of its combat tour in Korea it returned to the States embarked in *Princeton*.

§ VC-35 Det W deployed to NAS Atsugi, Japan. The detachment departed for NAS Atsugi embarked in *Essex* (CV 9) and arrived there in the latter part of July 1952. While deployed to Japan, VC-35 Det W was under the operational control of COMFAIRJAPAN (Commander Fleet Air, Japan).

** VA(AW)-35 Det L was the squadron's last detachment to deploy prior to the squadron's change of mission to training fleet replacement pilots and enlisted men and the phase out of its all-weather attack mission.



A squadron TF-1, circa 1957 (Courtesy Duane Kasulka Collection).

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|------------------|------------------|------------------------|
| COMAIRPAC | NR*/VV† | |
| RCVG-12/RCVW-12‡ | NJ | 29 Jun 1959 |
| COMFAIRLEMOORE | NJ§ | 01 Jul 1970 |
| COMLATWINGPAC** | NJ | 30 Jun 1973 |

* The tail code NR was assigned to VC-35 by Aviation Circular Letter No. 43-50 dated 19 July 1950.

† The tail code was changed from NR to VV in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

‡ Replacement Air Group 12 (RCVG-12) was redesignated Combat Readiness Air Group 12 (RCVW-12) on 1 April 1963. Combat

Readiness Air Group 12 was then redesignated Combat Readiness Air Wing 12 (RCVW-12) on 20 December 1963.

§ RCVW-12 was disestablished on 1 July 1970 and the squadron was assigned to Commander Fleet Air Lemoore. However, the tail code NJ, which had been assigned to RCVW-12, was retained by VA-122 and the other squadrons that had been assigned to RCVW-12.

** COMFAIRLEMOORE was redesignated COMLATWINGPAC (Commander Light Attack Wing, Pacific) on 30 June 1973.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| MUC | 01 Jul 1970 | 31 Jul 1971 |
| | 01 Oct 1978 | 30 Sep 1980 |



A formation of the squadron's A-7E Corsair II aircraft over the Sierras.

VA-125

Lineage

Reserve Attack Squadron FIFTY FIVE E (VA-55E) was most likely established during the activation of the Naval Air Reserve in 1946 and remained in an inactive status.

Redesignated Reserve Attack Squadron NINE HUNDRED TWENTY THREE (VA-923) in January 1950.

Reserve Attack Squadron NINE HUNDRED TWENTY THREE (VA-923) was called to active duty on 20 July 1950.

Redesignated Attack Squadron ONE HUNDRED TWENTY FIVE (VA-125) on 4 February 1953.

Disestablished on 10 April 1958. The first squadron to be assigned the VA-125 designation.



This insignia was used by the squadron during its deployment to Korea in 1952–1953 aboard Oriskany (CVA 34).

Squadron Insignia and Nickname

There is no record for an approved squadron insignia. However, an insignia was used by the squadron during its deployment aboard *Oriskany* (CVA 34) in 1952–1953. There are no colors available for this insignia. The Latin phrase *Mors ab Alto* means Death from Above.

Nickname: Rough Raiders, 1952–1958.

Chronology of Significant Events

1 Feb 1953: The squadron's commanding officer, Commander J. C. Micheel was killed in action in Korea.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------|------------------------|
| NAS St. Louis | * |
| NAS San Diego | 02 Aug 1950 |
| NAS Miramar | Jan 1952 |

* The squadron's home port was assigned prior to 1950, the exact date is unknown.

Commanding Officers

| <i>Date Assumed Command</i> | |
|-----------------------------|---------------------------|
| | * |
| 24 Mar 1952 | LCDR Herb W. Wiley |
| 01 Feb 1953 | CDR John C. Micheel |
| Jul 1953 | LCDR Allan H. Gunderson |
| Oct 1954 | LCDR John L. McMahon, Jr. |
| Apr 1956 | LCDR Bernard E. Hackett |
| 25 Oct 1957 | CDR John H. Bahlman |
| | CDR A. J. Henry, Jr. |

* Assumed command prior to 1950, date unknown.

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| TBM | * |
| AM | 1950 |
| AD-2 | Sep 1950 |
| AD-4Q | Oct 1950 |
| AD-4 | Dec 1950 |
| AD-3 | Dec 1950 |
| AD-4B | Jun 1953 |
| AD-4NA | Sep 1953 |
| AD-6 | Oct 1954 |
| AD-7 | Jan 1957 |

* The squadron was assigned the TBM prior to 1950, date unknown.

A squadron AM-1 Mauler flown by VA-923. Pilot in photo is Hank Gastrich; it was taken following his landing in the plane in which a gauge indicated the wings were unlocked during flight, circa 1950 (Courtesy Steve Ginter Collection).



Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 10 May 1951 | 17 Dec 1951 | CVG-102 | CV 31 | AD-3/4Q | Korea |
| 15 Sep 1952 | 18 May 1953 | CVG-102 | CVA 34 | AD-3/4 | Korea |
| 03 Mar 1954 | 11 Oct 1954 | CVG-12 | CVA 21 | AD-4B/NA | WestPac |
| 10 Aug 1955 | 15 Mar 1956 | CVG-12 | CVA 19 | AD-6 | WestPac |
| 19 Apr 1957 | 17 Oct 1957 | CVG-12 | CVA 16 | AD-6/7 | WestPac |



A squadron AD-3 or 4 takes off from Bon Homme Richard (CV 31) during their combat deployment to Korea in 1951.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-102/CVG-12† | D/NJ‡ | 1950* |

* VA-923's assignment to CVG-102 was in August or September 1950.

† CVG-102 was redesignated CVG-12 on 4 February 1953.

‡ The tail code was changed from D to NJ in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| KSM | 30 May 1951 | 06 Dec 1951 |
| | 17 Oct 1952 | 29 Oct 1952 |
| | 31 Oct 1952 | 29 Mar 1953 |
| | 27 Apr 1953 | 02 May 1953 |

A squadron AD Skyraider prepares to launch from Hancock (CVA 19) during its cruise to WestPac in 1955–1956.



SECOND VA-125

Lineage

Established as Attack Squadron TWENTY SIX (VA-26) on 30 June 1956.

Redesignated Attack Squadron ONE HUNDRED TWENTY FIVE (VA-125) on 11 April 1958.

Disestablished on 1 October 1977. The second squadron to be assigned the designation VA-125.



The tiger head was the squadron's first insignia.

was brown and white with black markings; the lightning bolt whiskers were yellow and outlined in black; the tongue and inside of the mouth were red.

When the squadron's mission was changed, a new insignia was approved by CNO on 13 May 1959. Colors for the torch of learning insignia are unknown.

Nickname: Skylancers, 1956–1958

Rough Raiders, 1958–1977.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 18 December 1956. Colors for the cougar insignia were: a dark blue background outlined in black; white scroll outlined in black with black lettering; white stars; the cougar's face



When the squadron's mission changed to fleet replacement training, this insignia was adopted and approved for used by the squadron.

Chronology of Significant Events

11 Apr 1958: The squadron's mission was changed from air-to-ground/surface attack to the indoctrination and training of pilots and enlisted personnel in attack aircraft for assignment to combat carrier squadrons.

11 Dec 1958: The squadron's commanding officer, Commander J. E. Thomas, was killed in an aircraft accident.

Mar 1960: With the addition of the A4D-2N Skyhawk, the squadron added radar and inflight refueling training to its flight syllabus.

19 May 1966: VA-125 was the first squadron in the Navy to receive the TA-4F Skyhawk.

Jun 1966: The first of several groups of Australians arrived for training by the squadron on the A-4 Skyhawk. The pilots were to form the nucleus of Australia's first A-4 squadron scheduled for assignment to HMAS *Melborne* (R-21).

13 Mar 1967: The squadron's commanding officer, Commander J. D. Shaw, was killed in an aircraft accident during a routine carrier qualification exercise on the *Kearsarge* (CVS 33).

31 Mar 1969: The last A-4 Fleet Replacement Pilot class began.

30 Jun 1969: The last A-4 Fleet Replacement Enlisted Maintenance training program was completed.

Nov 1969: The squadron began to develop the required training program for the Light Attack Weapons School. In December 1969 the squadron, in conjunction with VA-122, inaugurated a graduate level course for the Light Attack Weapons School that involved all phases of attack aviation.

Jan 1970: The first A-7 Fleet Replacement Enlisted Maintenance and Fleet Replacement Pilot classes began.



A formation of squadron F9F-8 Cougars, circa 1957.

Home Port Assignments

| Location | Assignment Date |
|-------------------|-----------------|
| NAS Miramar | 30 Jun 1956 |
| NAS Moffett Field | Aug 1956 |
| NAS Lemoore | 24 Jul 1961 |

Commanding Officers

| Date Assumed Command | |
|----------------------|---------------------------|
| 30 Jun 1956 | CDR Richard D. Greer, Jr. |
| 11 Apr 1958 | CDR C. H. Carr |
| 15 Jul 1958 | CDR J. E. Thomas |
| 11 Dec 1958 | CDR F. E. Ward, Jr. |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|-----------------------------|-----------------------------|
| CDR P. H. Durand | 30 Nov 1959 |
| CDR O. L. Dauphin | 05 Apr 1961 |
| CDR James W. Porter | 09 Apr 1962 |
| CDR Earl F. Godfrey | 29 May 1963 |
| CDR William J. Forgy | 14 Sep 1964 |
| CDR Jack A. Endacott | 27 Aug 1965 |
| CDR John D. Shaw | 29 Jul 1966 |
| CDR Gary H. Palmer (acting) | 13 Mar 1967 |
| CDR Charles E. Hathaway | 12 May 1967 |
| CDR Otto E. Krueger | 11 Jul 1968 |
| CDR Ronald H. Caldwell | 31 Jul 1969 |
| CDR George E. LeBlanc, Jr. | 31 Jul 1970 |
| CDR James B. Busey IV | 10 May 1971 |
| CDR James M. Gleim | 31 Mar 1972 |
| CDR Charles R. Bowling | 06 Jul 1973 |
| CDR Robert C. Taylor | 12 Sep 1974 |
| CDR Denis R. Weichman | 17 Dec 1975 |
| CDR J. W. Keathley | 28 Mar 1977 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| F9F-8B | Jul 1956 |
| F9F-8 | Oct 1956 |
| A4D-1 | 10 Jun 1958 |
| A4D-2/A-4B* | Aug 1958 |
| A4D-2N/A-4C* | 03 Mar 1960 |
| AD-5/A-1E* | Sep 1960 |
| A-4E | Dec 1962 |
| TA-4F | 19 May 1966 |
| A-4F | Feb 1968 |
| A-7B | 25 Sep 1969 |
| A-7A | Oct 1969 |
| A-7C | Aug 1975 |

* The A4D-2, A4D-2N and AD-5 designations were changed to A-4B, A-4C and A-1E in 1962.



A close up of an F9F-8 Cougar with squadron personnel, taken during the squadron's 1957–1958 deployment to WestPac aboard Kearsarge (CVA

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 09 Aug 1957 | 02 Apr 1958 | ATG-3 | CVA 33* | F9F-8 | WestPac |

* During the deployment aboard *Kearsarge* (CVA 33) the squadron was based at NAS Agana, Guam, for a considerable part of the cruise.



A formation of five different models of the A-4 Skyhawk flown by the squadron in 1969; the A-4B, A-4C, A-4E, A-4F and TA-4F.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|------------------|------------------|------------------------|
| ATG-3 | Y/NC* | 30 Jun 1956 |
| RCVG-12/RCVW-12† | NJ | 11 Apr 1958 |
| COMFAIRLEMOORE | NJ‡ | 01 Jul 1970 |
| COMLATWINGPAC§ | NJ | 30 Jun 1973 |

* The tail code was changed from Y to NC in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

† The Replacement Air Group designation (RCVG) was changed to Combat Readiness Air Group (RCVG) on 1 April 1963 and then to Combat Readiness Air Wing (RCVW) on 20 December 1963.

‡ RCVW-12 was disestablished on 1 July 1970 and the squadron was assigned to Commander Fleet Air Lemoore. However, the tailcode NJ, which had been assigned RCVW-12, was retained by VA-125 and the other squadrons that had been assigned to RCVW-12.

§ COMFAIRLEMOORE was redesignated COMLATWINGPAC (Commander Light Attack Wing, Pacific) on 30 June 1973.



A squadron A-1E Skyraider, 1965 or 1966.

A formation of squadron A-7 Corsair IIs over NAS Lemoore, California, 1970.



VA-128

Lineage

Established as Attack Squadron ONE HUNDRED TWENTY EIGHT (VA-128) on 1 September 1967. The first squadron to be assigned the VA-128 designation.



The stylized phoenix insignia used by the squadron.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 9 August 1967. Colors for the stylized Phoenix insignia are: white background for insignia and scroll, outlined in gold; the stylized Phoenix and the lettering are also gold.

Nickname: Golden Intruders, 1967-present

Chronology of Significant Events

1 Sep 1967: The squadron was assigned the mission of training combat ready flight crews and replacement maintenance personnel for the A-6 Intruder.

Oct 1968: Two U.S. Air Force exchange officers reported aboard for training in the A-6A.

Jun 1973: A Naval Officer from the Federal Republic of Germany reported aboard for training in the A-6.

Mar–May 1980: The squadron's TC-4C, Target Recognition Attack Multisensor (TRAM) equipped aircraft, was used to monitor the hot spots on Mt. St. Helens in Washington prior to a major eruption on 18 May. The squadron's work with U.S. Geological Survey

authorities provided the forewarning necessary to save hundreds of lives since the mountain was a popular place for campers, boaters and mountain climbers.

Oct 1986: The squadron assumed the additional duty of training all Marine Corps personnel on the A-6 following the disestablishment of VMAT(AW)-202.

1990: The squadron received the first composite wing A-6E on the West Coast.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|--------------------|------------------------|
| NAS Whidbey Island | 01 Sep 1967 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|---------------------------|-----------------------------|
| CDR W. B. Warwick | 01 Sep 1967 |
| CDR N. R. Gooding, Jr. | 16 May 1969 |
| CDR Leland S. Kollmorgen | 26 Jun 1970 |
| CDR Lester W. Berglund | 1971 |
| CDR Robert W. Miles | 07 Jul 1972 |
| CDR Richard M. Dunleavy | 03 Aug 1973 |
| CDR George E. Matt | 17 Oct 1974 |
| CDR Robert S. Owens | 12 Dec 1975 |
| CDR Van F. Westfall | 01 Nov 1976 |
| CDR Lyle F. Bull | 03 Feb 1978 |
| CDR Daryl L. Kerr | 29 Jun 1979 |
| CDR John M. McNabb | 01 Aug 1980 |
| CDR Rodney C. Franz | 10 Jul 1981 |
| CDR David D. Williams | 15 Oct 1982 |
| CDR Patrick C. Hauert | 06 Jan 1984 |
| CDR Robert R. Whittenburg | 1985 |
| CDR Bruce V. Wood | 24 Oct 1986 |
| CDR Kenneth G. Bixler | 22 Jan 1988 |
| CDR Gary W. Stubbs | 30 Jun 1989 |
| CDR Michael J. McCamish | 17 Aug 1990 |



Squadron A-6E Intruders conducting aerial refueling, 1982.

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| A-6A | 01 Sep 1967 |
| TC-4C | 15 Mar 1968 |
| A-6E | 16 Dec 1973 |

* RCVW-12 was disestablished on 1 July 1970 and the squadron was assigned to Commander Fleet Air Whidbey. However, the tail code NJ, which had been assigned to RCVW-12, was retained by VA-128 and the other squadrons that had been assigned to RCVW-12.

† Commander Fleet Air Whidbey was redesignated Commander Medium Attack Tactical Electronic Warfare Wing Pacific (COMMATVAQWINGPAC) on 1 March 1973.

Air Wing Assignments

| Air Wing | Tail Code | Assignment Date |
|-------------------|-----------|-----------------|
| RCVW-12 | NJ | 01 Sep 1967 |
| COMFAIRWHIDBEY | NJ* | 01 Jul 1970 |
| COMMATVAQWINGPAC† | NJ | 01 Mar 1973 |

Unit Awards Received

| Unit Award | Inclusive Dates Covering Unit Award | |
|------------|-------------------------------------|-------------|
| MUC | 15 Oct 1982 | 06 Jan 1984 |
| | 01 Feb 1987 | 01 Feb 1988 |
| SLOC | 01 Mar 1980 | 31 Mar 1981 |



A squadron TC-4C Academe at Eglin AFB, Florida, in 1993.

VA-133

Lineage

Established as Attack Squadron ONE HUNDRED THIRTY THREE (VA-133) on 21 August 1961.

Disestablished on 1 October 1962. The first squadron to be assigned the VA-133 designation.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 13 February 1962. Colors for the blue knight



The short lived "Blue Knight" insignia.

insignia were: a blue background; a white shield outlined in black; a yellow lightning bolt outlined in black; a blue chess knight with white markings and outlined in black; and the scroll had a white background, outlined in black and blue lettering.

Nickname: Blue Knights, 1962.

Chronology of Significant Events

Aug 1961: The squadron was established as part of a new Air Group to increase the strength of the fleet as a result of the Berlin Crisis of 1961–1962.

8–19 Feb 1962: A squadron detachment was aboard *Constellation* (CVA 64) for carrier trials and in a stand-by status for possible assistance during Project Mercury, the launching of Lieutenant Colonel John H. Glenn, USMC, in Mercury spacecraft Friendship 7.

Mar–May 1962: The squadron participated in *Constellation's* shakedown cruise in the Caribbean.

Home Port Assignments

| Location | Assignment Date |
|-----------------|-----------------|
| NAS Cecil Field | 21 Aug 1961 |

Commanding Officers

| | Date Assumed Command |
|-----------------|----------------------|
| CDR M. A. Feher | 21 Aug 1961 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| A4D-2 | 12 Sep 1961 |

Air Wing Assignments

| Air Wing | Tail Code | Assignment Date |
|----------|-----------|-----------------|
| CVG-13 | AE | 21 Aug 1961 |

SECOND VA-134

Lineage

Established as Attack Squadron ONE HUNDRED THIRTY FOUR (VA-134) on 21 August 1961.

Disestablished on 1 October 1962. The second squadron to be assigned the VA-134 designation.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 15 February 1962. Colors for the scorpion insignia were: a burnt orange background and scroll, outlined in black; a white star with black high-lights; the globe was outlined in black with a blue ocean and orange land mass, outlined in black; the scorpion was black with white high-lights; the lettering was orange outlined in black.



The scorpion insignia for VA-134.

Nickname: Scorpions, 1962.

Chronology of Significant Events

Aug 1961: The squadron was established as part of a new Air Group to increase the strength of the fleet during the Berlin Crisis of 1961–1962.

Feb 1962: The squadron was aboard *Constellation* (CVA 64) for carrier trials and in a stand-by status for possible assistance during Project Mercury, the launching of Lieutenant Colonel John H. Glenn, USMC, in Mercury spacecraft Friendship 7.

Mar–May 1962: The squadron participated in *Constellation's* shakedown cruise in the Caribbean.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------|------------------------|
| NAS Cecil Field | 21 Aug 1961 |

Commanding Officers

| <i>Date Assumed Command</i> |
|-----------------------------|
| CDR Kenneth B. Austin |
| 21 Aug 1961 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| A4D-2 | Sep 1961 |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-13 | AE | 21 Aug 1961 |



A squadron A4D-2 Skyhawk is prepared for launch from Constellation (CVA 64) in February 1962. This was the first aircraft launched from Constellation after her commissioning in October 1961.

VA-135

Lineage

Established as Torpedo Squadron EIGHTY ONE (VT-81) on 1 March 1944.

Redesignated Attack Squadron FOURTEEN A (VA-14A) on 15 November 1946.

Redesignated Attack Squadron ONE HUNDRED THIRTY FIVE (VA-135) on 2 August 1948.

Disestablished on 30 November 1949. The first squadron to be assigned the VA-135 designation.

Squadron Insignia and Nickname

There is no record of official approval for the squadron insignia. Colors for the bird insignia, which



This insignia was used by VA-14A.

is believed to have been used by VA-14A, were: a white background with a green border; the bird's body and wings were black with white markings, red head and neck, orange beak and black eyes with red streaks; the machine gun in the beak was black and white, the legs were brown and the tailhook had black and white strips with a gray hook; the torpedo had a yellow warhead streaked with orange, the body was pale blue, the detonator was green and the propeller was yellow; the bomb was black and the rocket was gray with blue shading and a red flame.

Nickname: Uninvited, time frame unknown.

Chronology of Significant Events

14 Nov 1944: The squadron's first combat strike was conducted against Manila Harbor.

9–20 Jan 1945: The squadron was part of a task force that entered the South China Sea and conducted combat operations against Cam Rahn Bay; Hong Kong and Takao Harbor, Formosa.

16 Feb 1945: The squadron struck the home islands of Japan, flying a seven-plane attack against Hamamatu Airfield on Honshu.

21 Feb 1945: The squadron participated in its first ground support mission, flying sorties over Iwo Jima.

1 Mar 1945: The squadron flew its last combat strike of the war. During the four months of combat operations from *Wasp* (CV 18) it did not lose any personnel

due to enemy action (two personnel were lost due to operational accidents).

15–29 Jun 1946: The squadron embarked in *Princeton* (CV 37) and transited from Norfolk to San Diego via the Panama Canal.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-------------------------------|------------------------|
| NAS Quonset Point | 01 Mar 1944 |
| NAAF Martha's Vineyard | 01 Mar 1944* |
| NAAF Boca Chica | 20 Apr 1944* |
| NAAF Otis Field, Camp Edwards | 10 May 1944* |
| NAS San Diego | 10 Aug 1944* |
| NAS Puunene | 01 Sep 1944* |
| NAS Pasco | 13 May 1945* |
| NAAF Sanford, Maine | 31 Jul 1945* |
| NAS Quonset Point | 15 Sep 1945 |
| NAS San Diego | Jun 1946 |
| NAS Jacksonville | 01 Apr 1949 |

* Temporary shore assignment while the squadron conducted training in preparation for combat deployment.

Commanding Officers

| | <i>Date Assumed Command</i> |
|----------------------------------|-----------------------------|
| LT George D. M. Cunha | 01 Mar 1944 |
| LT John A. McGlinn, Jr. | 13 May 1945 |
| LT Harold E. Brown, Jr. (acting) | Jul 1945 |
| LT Humphrey L. Tallman | 20 Aug 1945 |
| LCDR Albert K. Earnest | Apr 1947 |
| LCDR Robert P. Chase | Jun 1948 |
| LCDR LeVern C. T. Niehaus | 21 Jun 1949 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| TBM-1C | Mar 1944 |
| TBM-1 | Mar 1944 |
| TBF-1 | Mar 1944 |
| TBF-1C | Nov 1944 |
| TBM-1D | Nov 1944 |
| TBM-3 | May 1945 |
| TBM-3E | May 1945 |
| TBM-3Q | 1946 |
| AD-4 | Sep 1949 |

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 10 Nov 1944 | 13 Mar 1945 | CVG-81 | CV 18 | TBM-1C/D | Pacific |
| 03 Jul 1946 | 15 Apr 1947 | CVG-81 | CV 37 | TBM-3E/Q | WestPac |
| 01 Oct 1948 | 16 Dec 1948 | CVG-13 | CV 37 | TBM-3E/Q | WestPac |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|----------------------------|------------------|------------------------|
| CVG-81/CVAG-13/ CVG-13* | P† | 01 Mar 1944 |

* CVG-81 was redesignated CVAG-13 on 15 November 1946. CVAG-13 was redesignated CVG-13 on 1 September 1948. CVG-13 was disestablished on 30 November 1949.

† The tail code P was assigned to the carrier *Princeton* (CV 37) in November 1946 and then reassigned to CVAG-13 in December 1946.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------------------------|--|-------------|
| NUC | 14 Nov 1944 | 19 Nov 1944 |
| | 14 Dec 1944 | 16 Dec 1944 |
| | 03 Jan 1945 | 22 Jan 1945 |
| | 16 Feb 1945 | 01 Mar 1945 |
| Campaign Medal (Asiatic-Pacific) | 14 Nov 1944 | 19 Nov 1944 |
| | 14 Dec 1944 | 16 Dec 1944 |
| | 03 Jan 1945 | 22 Jan 1945 |
| | 16 Feb 1945 | 01 Mar 1945 |



A squadron TBM-3E in flight, March 1946 (Courtesy Robert Lawson Collection).

SECOND VA-135

Lineage

Established as Attack Squadron ONE HUNDRED THIRTY FIVE (VA-135) on 21 August 1961.

Disestablished on 1 October 1962. The second squadron to be assigned the VA-135 designation.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 15 February 1962. This insignia was similar to the



The Second VA-135 adopted the same insignia used by the first VA-135.

insignia that had been used by the first VA-135. Colors for the insignia were: upper background light blue, lower background dark blue; insignia outlined in green with a green scroll and white lettering; silver bird with white highlights and black outlines; the head and neck were red with a white star burst at the neck outlined in black; olive green beak and

legs outlined in black; white eye with a black pupil; white tailhook with black stripes; silver rocket and tor-

pedo with black markings and outlines; yellow bomb with black markings and outlines.

Nickname: Thunderbirds, 1962.

Chronology of Significant Events

Aug 1961: The squadron was established as part of a new Air Group to increase the strength of the fleet during the Berlin Crisis of 1961–1962.

Mar–May 1962: The squadron participated in *Constellation's* shakedown cruise in the Caribbean.

Home Port Assignments

| Location | Assignment Date |
|------------------|-----------------|
| NAS Jacksonville | 21 Aug 1961 |
| NAS Cecil Field | 07 Aug 1962 |

Commanding Officers

| | Date Assumed Command |
|----------------------|----------------------|
| CDR Barclay W. Smith | 21 Aug 1961 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| AD-6 | 21 Aug 1961 |

Air Wing Assignments

| Air Wing | Tail Code | Assignment Date |
|----------|-----------|-----------------|
| CVG-13 | AE | 21 Aug 1961 |



A squadron AD-6 Skyraider, August 1961. Commander G. C. Watkins, left, congratulates squadron CO Commander B. W. Smith on having the first plane in CVG-13 to fly operationally following the air group's establishment in 1961.

VA-144

Lineage

Established as Attack Squadron ONE HUNDRED SIXTEEN (VA-116) on 1 December 1955.

Redesignated Attack Squadron ONE HUNDRED FORTY FOUR (VA-144) on 23 February 1959.

Disestablished on 29 January 1971. The first squadron to be assigned the VA-144 designation.



The insignia used by VA-116.

outlined in white with a white scroll and black lettering; red lightning bolt; yellow electron rings and white stars. This insignia was retained by the squadron following its redesignation.

Nickname:
Roadrunners,
1960s–1971.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 23 February 1956. Colors for the lightning bolt and electron ring insignia were: a black background



When the squadron was redesignated VA-144, it continued to use the old insignia and changed only the lower banner designation.

A squadron F7U-3M with squadron personnel in formation during the establishment ceremony for VA-116 at NAS Miramar, California, in December 1955.



Chronology of Significant Events

Sep 1957: The squadron, embarked in *Hancock* (CVA 19), was on station off the coast of Taiwan due to a build-up of Chinese Communist forces on the mainland opposite Taiwan.

26 May–18 Aug 1958: The squadron was embarked in *Ranger* (CVA 61) during its transit from the east coast, via South America, to its new home port at Alameda.

Jul 1959: The squadron, embarked in *Ranger* (CVA 61), maintained station off the coast of Taiwan due to increased tension between Taiwan and Communist China.

Jun–Nov 1964: The squadron participated in Yankee Team Operations. These operations involved support for photo reconnaissance missions over Laos. During these operations, the squadron was the first operational unit to fly with and drop the Snakeye weapon.

4 Aug 1964: The squadron flew night sorties in support of the American destroyers, *Turner Joy* (DD 951) and *Maddox* (DD 731), following their harassment by North Vietnamese Motor Torpedo Boats in the Gulf of Tonkin.

5 Aug 1964: VA-144 participated in Operation Pierce Arrow, air strikes against North Vietnamese torpedo boats, their bases and supporting facilities in retaliation for the attacks on the American destroyers the previous day. Strikes were flown against the North Vietnamese home port of Hon Gay and the naval craft located there. During this engagement Lieutenant (jg) Everett Alvarez's A-4C was hit by antiaircraft fire and he was forced to eject. A rescue attempt failed and he was captured. He became the first American naval prisoner-of-war during the Vietnam Conflict and was held by the North Vietnamese until 1973.

20 Dec 1967: Commanders J. R. Powell, Jr. and R. C. Bos were awarded the Silver Star for planning and leading a successful strike against the heavily defended Haiphong Thermal Power Plant (west).

24 Apr 1967: VA-144's aircraft participated in a strike against the Kep Airfield, the first time the airfield was hit during the air war over North Vietnam.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------|------------------------|
| NAS Miramar | 01 Dec 1955 |
| NAS Lemoore | May 1962 |



A squadron F7U-3M Cutlass prepares to launch from Hancock (CVA 19) during their 1957 cruise to WestPac.

Commanding Officers—Continued

| <i>Date Assumed Command</i> | |
|-----------------------------|------------------------------|
| 02 Jan 1965 | CDR Robert P. Nottingham |
| 04 Nov 1965 | CDR David B. Miller |
| 14 Sep 1966 | CDR J. Richard Powell, Jr. |
| 28 Jul 1967 | CDR Gary H. Palmer |
| 26 Jul 1968 | CDR William H. Robinson, Jr. |
| 17 Jul 1969 | CDR Donald Hull-Ryde |
| 01 Jul 1970 | CDR Galen B. Allen |



Two squadron FJ-4B Furys on the deck of Ranger (CVA 61) during their 1959 deployment to WestPac.

Commanding Officers

| <i>Date Assumed Command</i> | |
|-----------------------------|----------------------------|
| 01 Dec 1955 | CDR J. L. Callis |
| 10 Oct 1957 | CDR Ralph H. Beatle |
| 29 Aug 1958 | CDR James Ritchie |
| 12 Aug 1959 | CDR Carl B. Tanner, Jr. |
| 10 Dec 1960 | CDR Rowland G. Freeman III |
| 12 Oct 1961 | CDR Jerome S. Roth |
| 02 Jan 1963 | CDR Harry S. Sellers |
| 06 Dec 1963 | CDR Donald B. Bolstad |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| F7U-3M | Dec 1955 |
| FJ-4B | 15 Oct 1957 |
| A-4C | 04 Jun 1962 |
| A-4E | Jul 1967 |
| A-4F | 12 Nov 1969 |

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|--------------------------|
| 06 Apr 1957 | 18 Sep 1957 | ATG-2 | CVA 19 | F7U-3M | WestPac |
| 03 Jan 1959 | 7 Jul 1959 | CVG-14 | CVA 61 | FJ-4B | WestPac |
| 14 May 1960 | 15 Dec 1960 | CVG-14 | CVA 34 | FJ-4B | WestPac |
| 09 Nov 1961 | 12 May 1962 | CVG-14 | CVA 16 | FJ-4B | WestPac |
| 21 Feb 1963 | 10 Sep 1963 | CVG-14 | CVA 64 | A-4C | WestPac |
| 05 May 1964 | 01 Feb 1965 | CVW-14 | CVA 64 | A-4C | WestPac/Vietnam |
| 28 Sep 1965 | 13 May 1966 | CVW-5 | CVA 14 | A-4C | WestPac/Vietnam |
| 05 Nov 1966 | 19 Jun 1967 | CVW-11 | CVA 63 | A-4C | WestPac/Vietnam |
| 18 Nov 1967 | 28 Jun 1968 | CVW-11 | CVA 63 | A-4E | WestPac/Vietnam |
| 18 Mar 1969 | 29 Oct 1969 | CVW-5 | CVA 31 | A-4E | WestPac/Vietnam |
| 02 Apr 1970 | 12 Nov 1970 | CVW-5 | CVA 31 | A-4F | WestPac/Vietnam |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| ATG-2 | W/NB* | 01 Dec 1955 |
| CVG-14/CVW-14† | NK | 01 Apr 1958 |
| CVW-5 | NF | 01 Jun 1965 |
| CVW-11 | NH | 15 Sep 1966 |
| CVW-5 | NF | 01 Nov 1968 |

* The tail code W was assigned to ATG-2 on 24 July 1956. It was changed to NB in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

† CVG-14 was redesignated CVW-14 when Carrier Air Group (CVG) designations were redesignated Carrier Air Wings (CVW) on 20 December 1963.

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| VNSM | 03 Sep 1969 | |
| | 13 Sep 1969 | 14 Sep 1969 |
| | 04 Nov 1965 | 22 Apr 1966 |
| | 03 Dec 1966 | 03 Jan 1967 |
| | 02 Mar 1967 | 28 Mar 1967 |
| | 12 Apr 1967 | 28 Apr 1967 |
| | 08 May 1967 | 23 May 1967 |
| | 04 Mar 1968 | 27 Mar 1968 |
| | 12 Apr 1968 | 01 May 1968 |
| | 13 May 1968 | 01 Jun 1968 |
| | 27 Jan 1969 | 01 Mar 1969 |
| | 12 Mar 1969 | 05 Apr 1969 |
| | 17 Apr 1969 | 18 May 1969 |
| | 04 Jun 1969 | 26 Jul 1969 |
| | 31 Jul 1969 | 01 Sep 1969 |
| | 23 Sep 1969 | 09 Oct 1969 |
| | 02 May 1970 | 26 May 1970 |
| | 01 Jun 1970 | 14 Jun 1970 |
| | 10 Jul 1970 | 29 Jul 1970 |
| | 17 Aug 1970 | 03 Sep 1970 |
| | 11 Sep 1970 | 12 Sep 1970 |
| | 26 Sep 1970 | 21 Oct 1970 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NAVE | 01 Jul 1960 | 30 Jun 1961 |
| PUC | 23 Dec 1967 | 01 Jun 1968 |
| MUC | 18 Apr 1969 | 08 Oct 1969 |
| | 02 May 1970 | 20 Oct 1970 |
| NUC | 02 Aug 1964 | 05 Aug 1964 |
| AFEM | 29 Jun 1969 | |
| | 07 Jul 1969 | 13 Jul 1969 |
| | 24 Jul 1969 | |



A squadron A-4F Skyhawk comes in for a landing on Bon Homme Richard (CVA 31) during deployment to Vietnam, circa 1969 or 1970.

VA-145

Lineage

Established as Reserve Attack Squadron SEVEN HUNDRED TWO (VA-702) on 1 December 1949.

Reserve Attack Squadron SEVEN HUNDRED TWO (VA-702) called to active duty on 20 July 1950.

Redesignated Attack Squadron ONE HUNDRED FORTY FIVE (VA-145) on 4 February 1953.

Disestablished on 1 October 1993. The first squadron to be assigned the VA-145 designation.



The first insignia used by the squadron.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 8 March 1951. There is no record of the color scheme for the insignia. The "Rustlers" insignia denotes the squadron's Texas origins and attack mission.

Following the redesignation of the squadron, a new insignia was approved by CNO on 7 April 1954. Colors for the sword and lion insignia are: a background of black, yellow and blue with a red border; the scroll is outlined in red with a yellow background and black lettering; the sword is silver and blue with a blue hilt, a yellow and black handle outlined in black; the lightning bolts are yellow; the lion is black with white markings and a red tongue and claws.



The squadron's second insignia was a more stylized design used by the squadron for almost 40 years.

Nickname: Rustlers, 1951–1954.

Swordsmen, 1954–1993.

Chronology of Significant Events

27 Mar 1951: The squadron conducted its first combat sortie, flying close air support missions in Korea.

Apr 1951: The squadron, embarked in *Boxer* (CV 9), operated in the Formosa Straits.

20 Sep 1951: VA-702 flew its last close air support sortie in Korea and thereafter, concentrated its strikes on enemy facilities and targets of opportunity as part of the interdiction program. This policy, the result of

fairly stable front lines, was effective 21 September and applied to all units of the Fast Carrier Task Force. Close air support missions were now flown only by the Marine Corps and Air Force. This policy was modified later in the war and Fast Carrier Task Force squadrons again flew close air support missions.

16 Oct 1952: Commander B. T. Simonds, the squadron's commanding officer, was lost when his plane crashed into the water immediately following its launch from *Kearsarge* (CVA 33).

Jun–Aug 1958: The squadron was embarked in *Ranger* (CVA 61) for her transit from Norfolk, via Cape Horn, to her new home port at Alameda.

5–8 Jul 1959: The squadron, embarked in *Ranger*, flew sorties from the carrier while it operated off Taiwan due to increasing tensions between the Chinese Nationalists and Chinese Communists.

Jun 1964–Jan 1965: The squadron participated in Yankee Team Operations, flying Rescue Combat Air Patrols in South Vietnam and Laos.

5 Aug 1964: VA-145 participated in Operation Pierce Arrow, air strikes against North Vietnam in retaliation for the attacks on the American destroyers *Turner Joy* (DD 951) and *Maddox* (DD 731) in the Gulf of Tonkin on 4 August. The squadron's Skyraiders, along with other aircraft from the air wing, struck torpedo boats and other targets at Hon Gay, North Vietnam. A second sortie of squadron aircraft, along with Skyhawks from VA-144, attacked five enemy naval vessels that were at sea, near the Lach Chao Estuary and Hon Me Island. The two vessels attacked by VA-145 were left dead in the water and smoking. During this attack Lieutenant (jg) Richard C. Sather was shot down. He was the first naval aviator lost in the Vietnam Conflict.

31 Jan 1966: The squadron's commanding officer, Commander H. F. Griffith, was awarded the Silver Star for his actions as a flight leader directing and coordinating simultaneous attacks, under extremely adverse weather conditions, against a heavily defended primary enemy line of communications and for his participation in the successful rescue of a downed naval aviator.

1 Feb 1966: During one of the squadron's combat missions over North Vietnam, Lieutenant (jg) Dieter Dengler was shot down. He was captured in Laos and imprisoned. On 30 June 1966 he escaped from a prisoner-of-war stockade, was rescued and returned to the squadron on 21 July. For his daring escape he was awarded the Navy Cross.

Jun–Nov 1967: During 120 days on Yankee Station, the squadron assisted in the recovery of 14 downed airmen, both Navy and Air Force.

16 Apr 1969: *Enterprise*, with VA-145 embarked, departed Yankee Station enroute to Korean waters in response to the downing of a VQ-1 EC-121 aircraft by the North Koreans on 15 April. The squadron operated in the Sea of Japan and the Yellow Sea until 11 May.

Dec 1972: The squadron participated in Linebacker

II Operations, heavy air strikes against targets primarily around Hanoi and Haiphong.

15 Jan 1973: The squadron led the first massive laser bombing attack against targets in North Vietnam. A coordinated strike was launched involving squadron A-6s, which used their Pave Knife Laser Designation System, and A-7s from VA-113 and VA-25. These strikes succeeded in destroying 14 bridges in North Vietnam.

Jan-Feb 1973: Following the cease-fire with North Vietnam on 27 January, the squadron concentrated its attention on strikes against lines-of-communication targets in Laos until an agreement was reached with that country.

Feb-Mar 1973: The squadron flew limited sorties in support of Operation Endsweep, minesweeping operations in North Vietnamese waters.

Jul 1976: Following the Israeli raid on Entebbe and the threatened military operations against Kenya by Uganda, the *Ranger* (CV 61), with VA-145 embarked, was ordered to transit from the South China Sea to the western Indian Ocean and operate off the coast of Kenya.

Aug-Nov 1987: The squadron provided support for Operation Earnest Will, the escorting of reflagged Kuwaiti oil tankers through the Persian Gulf.

Oct 1987: VA-145 and other assets from CVW-2 provided support for Operation Nimble Archer, retaliatory strikes by surface forces against an Iranian oil platform used as a base by Iranian small boats that were attacking oil tankers.

Aug 1989: During a routine mission, a squadron aircraft sighted a foundering Vietnamese refugee boat leading to the rescue of 39 refugees by HS-14 and *Ranger*.

15 Jan 1991: *Ranger* (CV 61), with VA-145 embarked, transited to station in the Persian Gulf.

16 Jan-28 Feb 1991: The squadron participated in Desert Storm, flying combat missions against targets in Iraq and Kuwait. VA-145 flew 621 combat sorties, striking land based and sea based targets. Squadron strikes resulted in the destruction of 33 tanks, 1 bridge, 48 artillery pieces, 41 Iraqi naval vessels, 20 ammunition storage bunkers, 3 chemical weapon storage facilities, and 7 command and control sites. All of this was accomplished by the squadron without the loss of a single person or damage to its aircraft.

17 Sep-3 Dec 1992: Squadron aircraft flew missions in support of Operation Southern Watch. This operation was in support of UN Resolution 688, which demanded that Iraqi government stop the repression of its Shi'ite population in southern Iraq and banned Iraqi planes from flying south of the 32nd parallel.

7-18 Dec 1992: Squadron aircraft flew missions in support of Operation Restore Hope, a UN authorized effort to relieve mass starvation amid factional fighting in Somalia.



A squadron AD-2 Skyraider prepares for launch from Boxer (CV 21) during their 1951 combat deployment to Korea.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|--------------------|------------------------|
| NAS Dallas | 01 Dec 1949 |
| NAS San Diego | 28 Jul 1950 |
| NAS Miramar | Mar 1953 |
| NAS Moffett Field | May 1962 |
| NAS Alameda | Sep 1963 |
| NAS Whidbey Island | 28 Jan 1968 |

Commanding Officers

| <i>Date Assumed Command</i> | |
|-----------------------------|-------------------------------------|
| 01 Dec 1949 | LCDR S. C. Seagraves |
| 06 Dec 1951 | CDR Bruce T. Simonds |
| 16 Oct 1952 | LCDR Harry C. McClaugherty (acting) |
| 28 Oct 1952 | LCDR Harry C. McClaugherty |
| May 1953 | CDR John A. Duncan |
| Jul 1954 | LCDR Gale L. Bergey |
| Feb 1956 | CDR W. P. Blackwell |
| Jul 1957 | CDR Charles S. Brooks |
| 15 Sep 1958 | CDR W. H. Alexander II |
| Aug 1959 | CDR Harvey S. Herrick |
| 11 May 1960 | CDR Warren H. Ireland |
| 17 Aug 1960 | CDR Harvey S. Herrick |
| 28 Dec 1960 | CDR E. B. Berger |
| 12 Sep 1961 | LCDR B. L. Blackwelder (acting) |
| 12 Oct 1961 | CDR R. A. Norin |
| 14 Aug 1962 | CDR B. L. Blackwelder |
| 31 Jul 1963 | CDR H. A. Hoy |
| 03 Aug 1964 | CDR Melvin D. Blixt |
| 06 Aug 1965 | CDR H. F. Griffith |
| 03 Aug 1966 | CDR D. E. Sparks |
| 20 Jul 1967 | CDR W. J. Schultz |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|--------------------------|-----------------------------|
| CDR N. R. Gooding, Jr. | 02 Feb 1968 |
| CDR J. S. Holland | 27 Apr 1969 |
| CDR W. A. Rubey | 29 Apr 1970 |
| CDR G. E. Matt | 23 Apr 1971 |
| CDR R. S. Owens | 29 Feb 1972 |
| CDR F. J. Metz | 01 Jun 1973 |
| CDR R. W. McFerren | 15 Jul 1974 |
| CDR R. A. Powell | 07 Nov 1975 |
| CDR V. J. Huth | 18 Feb 1977 |
| CDR J. Juan | 20 Jun 1978 |
| CDR D. D. Williams | 28 Sep 1979 |
| CDR F. D. Litvin | 08 Dec 1980 |
| CDR M. J. Reilly | 12 Mar 1982 |
| CDR C. G. Overton | 29 Jul 1983 |
| CDR A. N. Langston III | 07 Dec 1984 |
| CDR K. G. Bixler | 21 Feb 1986 |
| CDR S. A. Hazelrigg | 02 Nov 1987 |
| CDR Russell T. Palsgrove | 30 Nov 1988 |
| CDR H. Denby Starling II | 1990 |
| CDR Richard J. Cassara | 29 Jul 1991 |
| CDR David A. Rogers | 27 Nov 1992 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| TBM | 1949 |
| AD-2 | Aug 1950 |
| AD-4Q | Sep 1950 |
| AD-1 | Dec 1951 |
| AD-4L | Apr 1952 |
| AD-3Q | Apr 1953 |
| AD-4B | Apr 1953 |
| AD-4NA | Aug 1954 |
| AD-5 | Oct 1954 |
| AD-6/A-1H* | Feb 1956 |
| A-6A | 04 Jun 1968 |
| A-6B | 06 Aug 1968 |
| A-6C | 11 May 1970 |
| KA-6D | 1972 |
| A-6E | 22 Sep 1976 |
| A-6E TRAM† | 30 Nov 1981 |

* The AD-6 designation was changed to A-1H in 1962.

† The A-6E TRAM version was capable of carrying and firing the Harpoon missile (an antiship missile).



A squadron A-1H Skyraider at NAS Alameda, California, in 1967. Note the unofficial Tonkin Gulf Yacht Club insignia on the fuselage (Courtesy Duane Kasulka Collection).

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 02 Mar 1951 | 24 Oct 1951 | CVG-101 | CV 21 | AD-2/4Q | Korea/WestPac |
| 11 Aug 1952 | 17 Mar 1953 | CVG-101 | CVA 33 | AD-4/4L | Korea/WestPac |
| 03 Jun 1955 | 03 Feb 1956 | CVG-14 | CVA 21 | AD-4/4B | WestPac |
| 21 Jan 1957 | 25 Jul 1957 | CVG-14 | CVA 12 | AD-6 | WestPac |
| 03 Jan 1959 | 27 Jul 1959 | CVG-14 | CVA 61 | AD-6 | WestPac |
| 14 May 1960 | 15 Dec 1960 | CVG-14 | CVA 34 | AD-6 | WestPac |
| 09 Nov 1961 | 12 May 1962 | CVG-14 | CVA 16 | AD-6 | WestPac |
| 21 Feb 1963 | 10 Sep 1963 | CVG-14 | CVA 64 | A-1H | WestPac |
| 05 May 1964 | 01 Feb 1965 | CVW-14 | CVA 64 | A-1H/J | WestPac/Vietnam |
| 10 Dec 1965 | 25 Aug 1966 | CVW-14 | CVA 61 | A-1H/J | WestPac/Vietnam |
| 11 May 1967 | 30 Dec 1967 | CVW-10 | CVS 11 | A-1H | Med/IO/West Pac/Vietnam |
| 06 Jan 1969 | 02 Jul 1969 | CVW-9 | CVAN 65* | A-6A/B | WestPac/Vietnam |
| 27 Oct 1970 | 17 Jun 1971 | CVW-2 | CVA 61 | A-6A/C | WestPac/Vietnam |
| 16 Nov 1972 | 23 Jun 1973 | CVW-2 | CVA 61 | A-6A/B & KA-6D | WestPac/Vietnam |
| 07 May 1974 | 18 Oct 1974 | CVW-2 | CVA 61 | A-6A & KA-6D | WestPac |
| 30 Jan 1976 | 07 Sep 1976 | CVW-2 | CV 61 | A-6A & KA-6D | WestPac/IO |
| 21 Feb 1979 | 22 Sep 1979 | CVW-2 | CV 61 | A-6E & KA-6D | WestPac |
| 10 Sep 1980 | 05 May 1981 | CVW-2 | CV 61 | A-6E & KA-6D | WestPac/IO |
| 07 Apr 1982 | 19 Oct 1982 | CVW-2 | CV 61 | A-6E & KA-6D | WestPac/IO |
| 13 Jan 1984 | 01 Aug 1984 | CVW-2 | CV 63 | A-6E & KA-6D | WestPac/IO |
| 18 Aug 1986 | 20 Oct 1986 | CVW-2 | CV 61 | A-6E & KA-6D | NorPac/WestPac |
| 02 Mar 1987 | 29 Apr 1987 | CVW-2 | CV 61 | A-6E & KA-6D | NorPac |
| 14 Jul 1987 | 29 Dec 1987 | CVW-2 | CV 61 | A-6E | WestPac/IO |
| 24 Feb 1989 | 24 Aug 1989 | CVW-2 | CV 61 | A-6E | WestPac/IO |
| 08 Dec 1990 | 08 Jun 1991 | CVW-2 | CV 61 | A-6E | WestPac/IO/ Persian Gulf |
| 01 Aug 1992 | 31 Jan 1993 | CVW-2 | CV 61 | A-6E | WestPac/IO/ Persian Gulf |

* The squadron was temporarily shore based at NAS Barbers Point from January to March 1969 following a fire on *Enterprise* (CVAN 65) on 14 January 1969. The carrier was repaired at Pearl Harbor and was enroute to WestPac on 11 March with VA-145 embarked.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------------------|------------------|------------------------|
| CVG-101/ CVG-14/ CVW-14* | A/NK† | 01 Aug 1950 |
| COMFAIRALAMEDA | | Oct 1966 |
| CVW-10 | AK | 1967 |
| COMFAIRWHIDBEY/ VA-128‡ | | Jan 1968 |
| CVW-9 | NG | Sep 1968 |
| COMFAIRWHIDBEY | | 02 Jul 1969 |
| CVW-2 | NE | 01 Jun 1970 |

* CVG-101 was redesignated CVG-14 on 4 February 1953. CVG-14 was redesignated CVW-14 when Carrier Air Groups (CVG) were redesignated Carrier Air Wings (CVW) on 20 December 1963.

† The tail code was changed from A to NK in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

‡ The squadron was assigned to VA-128 during its transition from the A-1 to the A-6.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> |
|-------------------|---|
| KSM | 26 Mar 1951 16 Apr 1951 08 Sep 1952 31 Oct 1952 19 Jan 1953 |
| NAVE | 01 Jan 1973 |
| AFEM | 09 Oct 1960 06 Jun 1964 04 Aug 1964 29 Oct 1964 20 Apr 1969 |
| HSM | 20 Mar 1981 |
| MUC | 18 Nov 1970 |
| NEM | 30 Oct 1980 |
| NUC | 02 Aug 1964 10 Jan 1966 12 Jun 1967 |

| <i>Inclusive Dates Covering Unit Award</i> |
|---|
| 09 Apr 1951 08 Oct 1951 29 Oct 1952 05 Jan 1953 28 Feb 1953 30 Jun 1974 12 Oct 1960 13 Jul 1964 21 Sep 1964 23 Nov 1964 11 May 1969 |
| 10 Jun 1971 12 Mar 1981 05 Aug 1964 06 Aug 1966 08 Dec 1967 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 18 Jul 1988 | 24 Aug 1989 |
| | 17 Jan 1991 | 07 Feb 1991 |
| SASM | 13 Jan 1991 | 19 Apr 1991 |
| KLM | 17 Jan 1991 | 28 Feb 1991 |
| VNSM | 15 Jan 1966 | 12 Feb 1966 |
| | 23 Feb 1966 | 22 Mar 1966 |
| | 12 Apr 1966 | 09 May 1966 |
| | 30 May 1966 | 30 Jun 1966 |
| | 13 Jul 1966 | 06 Aug 1966 |
| | 21 Jun 1967 | 13 Jul 1967 |
| | 29 Jul 1967 | 27 Aug 1967 |
| | 14 Sep 1967 | 12 Oct 1967 |
| | 31 Oct 1967 | 24 Nov 1967 |
| | 30 Mar 1969 | 17 Apr 1969 |
| | 22 May 1969 | 23 May 1969 |
| | 29 May 1969 | 16 Jun 1969 |
| | 18 Nov 1970 | 19 Dec 1970 |
| | 27 Dec 1970 | 13 Jan 1971 |
| | 02 Feb 1971 | 17 Mar 1971 |
| | 31 Mar 1971 | 18 Apr 1971 |
| | 25 Apr 1971 | 18 May 1971 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 09 Dec 1972 | 03 Jan 1973 |
| | 14 Jan 1973 | 30 Jan 1973 |
| | 01 Feb 1973 | 06 Feb 1973 |
| RVNGC | 24 Jan 1966 | |
| | 26 Jan 1966 | 27 Jan 1966 |
| | 30 Jan 1966 | |
| | 04 Feb 1966 | |
| | 06 Feb 1966 | |
| | 24 Feb 1966 | |
| | 26 Feb 1966 | 28 Feb 1966 |
| | 04 Mar 1966 | |
| | 06 Mar 1966 | 12 Mar 1966 |
| | 20 Mar 1966 | |
| | 27 Apr 1966 | 28 Apr 1966 |
| | 21 Jun 1967 | 13 Jul 1967 |
| | 29 Jul 1967 | 27 Aug 1967 |
| | 14 Sep 1967 | 12 Oct 1967 |
| | 31 Oct 1967 | 24 Nov 1967 |
| | 31 Mar 1969 | 03 Apr 1969 |
| | 05 Apr 1969 | |
| | 31 May 1969 | 16 Jun 1969 |



A couple of squadron A-6E Intruders fly over Ranger (CV 61) in 1992 during the squadron's last deployment prior to its 1993 disestablishment.

VA-152

Lineage

Established as Reserve Fighter Squadron SEVEN HUNDRED THIRTEEN (VF-713) sometime in the late 1940s.

Called to active duty on 1 February 1951.

Redesignated Fighter Squadron ONE HUNDRED FIFTY TWO (VF-152) on 4 February 1953.

Redesignated Attack Squadron ONE HUNDRED FIFTY TWO (VA-152) on 1 August 1958.

Disestablished on 29 January 1971. The first squadron to be assigned the VA-152 designation.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 15 April 1952. Colors for the hooded falcon



The hooded falcon was the squadron's first insignia.

insignia were: the shield had a white and black background outlined in gold; brown falcon with white and light brown shadings; yellow feet and beak; the hood was crimson with a gold edge and a white plume; and the gauntlet was silver edged in blue with gray shadings.

A new insignia was approved by the CNO on 11 March 1953. Colors for the vulture insignia were: background of light blue, yellow and dark blue, outlined in yellow; gray vulture with black and white markings and wings, outlined in yellow; red neck and feet; a yellow head with black markings and a white beak; black bomb with white highlights and outlined in yellow.

There is no record of approval for the ace of spades insignia. Colors for the flying ace of spades insignia were: a black background for the insignia and scroll, outlined in red; the ace of spades was white with black markings;



The squadron's second insignia, a vulture carrying a bomb, was approved in 1953.



The squadron's third insignia was the flying ace of spades.

the wings were gold with black markings; the arrow was gold with white streaks; and gold lettering on the scroll.

Nickname: Fighting Aces, 1953–1956.

The Friendly Squadron (Friendlies), 1957–1968.

Mavericks, 1968–1971.

Chronology of Significant Events

15 Oct 1951: The squadron participated in its first combat operations.

31 Dec 1951: Squadron aircraft were used for Operation Pin Wheel. The aircraft were secured to the flight deck, with engines running, and the thrust provided by the aircraft was used to assist in the docking of *Antietam* (CV 36).

Feb 1955: Squadron aircraft flew night surveillance operations supporting the evacuation of Chinese Nationalists from the Tachen Islands.

Mar 1958: Due to revolts and unsettled conditions in Indonesia and the concern for the safety of Americans in the country, *Hornet* (CVA 12), with VF-152 embarked, departed Hong Kong to operate in the South China Sea.

Sep–Oct 1958: Due to the crisis between the Chinese Nationalists and Communists surrounding the Quemoy Islands, and the bombardment of these islands by the Chinese Communists, *Bennington* (CVA 20), with VF-152 embarked, operated in the area of Taiwan.

Jan 1961: Due to the crisis in Laos and the capture of strategic positions in the country by the Pathet Lao force, *Coral Sea* (CVA 43), with VA-152 embarked, was directed to operate in the South China Sea.

11–12 Jul 1962: The squadron participated in the first carrier flight operations in the Bering Sea since the end of World War II.

Apr–Dec 1964: Squadron personnel, while based at Bien Hoa Air Force Base, South Vietnam, trained South Vietnamese pilots to fly the A-1.

6 and 7 Nov 1965: Commander Gordon H. Smith was awarded the Silver Star for his participation as Flight Leader in directing and assisting in the first night rescue of a downed aviator in enemy territory on 6 November. This was followed by an attempt to rescue another aviator the following day in the same area.

7 Nov 1965: Lieutenant Gordon C. Wileen was awarded the Silver Star for his participation in an attempted air rescue of a downed aviator deep in enemy territory.

13 Nov 1965: Commander Albert E. Knutson was awarded the Silver Star for his attempt to locate and rescue a downed pilot in enemy territory. During the rescue attempt his aircraft sustained 26 hits.

26 Oct 1966: While on Yankee Station and preparing

to launch her first strike of the day, *Oriskany* (CVA 34) suffered a disastrous fire on the starboard side of the ship's forward hangar bay. The squadron lost two personnel in the fire and the damage to the carrier was so extensive that it returned to the States for repairs.



A squadron F4U-4 Corsair launches from Princeton (CVA 37) during their 1953 combat deployment to Korea.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-------------------|------------------------|
| NAS Denver | * |
| NAS Alameda | 11 Apr 1951 |
| NAS Moffett Field | 05 Jun 1952 |
| NAS Alameda | Nov 1963 |

* Assigned to NAS Denver prior to 1951, exact date unknown.



A formation of squadron F2H-3 Banshees stationed aboard Yorktown (CVA 10), November 1954.

Commanding Officers

| | <i>Date Assumed Command</i> |
|------------------------------|-----------------------------|
| LCDR Robert L. Doering | * |
| LCDR B. M. Richards | 02 May 1952 |
| LT W. M. Doss (acting) | 04 Jul 1952 |
| LCDR Robert Stanek | 05 Aug 1952 |
| CDR Frank G. Edwards | Sep 1953 |
| LCDR F. X. Bushner (acting) | † |
| LCDR Robert G. Nester | Apr 1955 |
| CDR Robert M. Soule | 27 Sep 1956 |
| CDR Royce A. Singleton | 23 Jul 1958 |
| LCDR V. E. Sanderson | 16 Feb 1959 |
| LCDR R. M. Sullivan (acting) | 08 Feb 1960 |
| CDR John A. Davenport | 04 Mar 1960 |
| CDR John R. Bicknell | 21 Jun 1961 |
| CDR Isaac N. Pell, Jr. | 17 Apr 1962 |
| CDR R. B. Bergner | 01 Apr 1963 |
| CDR H. F. Gernert | 03 Mar 1964 |
| CRR Albert E. Knutson | 19 Mar 1965 |
| CDR Gordon H. Smith | 25 Feb 1966 |
| CDR Donald M. Willson | 16 Mar 1967 |
| CDR Philip E. Johnson | 14 Feb 1968 |
| CDR Elmer E. Sheeley, Jr. | 17 Jan 1969 |
| CDR Gerard M. Sturm | 28 Jan 1970 |

* LCDR Doering was commanding officer of the reserve squadron prior to its activation.

† LCDR Bushner became acting commanding officer in late 1954 or early 1955.

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| F4U-4 | 16 Apr 1951 |
| FG-1D | 12 Jun 1952 |
| F2H-3 | Oct 1953 |
| AD-6/A-1H* | 05 Feb 1959 |
| A-1J | Dec 1962 |
| A-4B | Feb 1968 |
| A-4C | Feb 1968 |
| A-4E | May 1969 |

* The AD-6 designation was changed to A-1H in 1962.



A loaded squadron AD-6 Skyraider on the deck of Coral Sea (CVA 43), 1960.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|----------------------------|
| 08 Sep 1951 | 02 May 1952 | CVG-15 | CV 36 | F4U-4 | Korea |
| 24 Jan 1953 | 21 Sep 1953 | CVG-15 | CVA 37 | F4U-4 | Korea/WestPac |
| 01 Jul 1954 | 28 Feb 1955 | CVG-15 | CVA 10 | F2H-3 | WestPac |
| 23 Apr 1956 | 15 Oct 1956 | CVG-15 | CVA 18 | F2H-3 | WestPac |
| 06 Jan 1958 | 30 Jun 1958 | ATG-4 | CVA 12 | F2H-3 | WestPac |
| 21 Aug 1958 | 12 Jan 1959 | ATG-4 | CVA 20 | F2H-3 | WestPac |
| 01 Aug 1959 | 18 Jan 1960 | CVG-15 | CVA 19 | AD-6 | WestPac |
| 19 Sep 1960 | 27 May 1961 | CVG-15 | CVA 43 | AD-6 | WestPac |
| 12 Dec 1961 | 17 Jul 1962 | CVG-15 | CVA 43 | AD-6 | WestPac |
| 03 Apr 1963 | 25 Nov 1963 | CVG-15 | CVA 43 | A-1H/J | WestPac |
| 22 Apr 1964 | 01 Aug 1964 | * | * | A-1H/J | South Vietnam |
| 05 Apr 1965 | 16 Dec 1965 | CVW-16 | CVA 34 | A-1H/J | WestPac/Vietnam |
| 26 May 1966 | 16 Nov 1966 | CVW-16 | CVA 34 | A-1H | WestPac/Vietnam |
| 16 Jun 1967 | 31 Jan 1968 | CVW-16 | CVA 34 | A-1H/J | WestPac/Vietnam |
| 22 Jul 1968 | 29 Apr 1969 | CVW-17 | CVA 59 | A-4B | Med |
| 05 Mar 1970 | 17 Dec 1970 | CVW-8 | CVS 38 | A-4E | SoLant/IO/West Pac/Vietnam |

* The squadron, along with 20 of its A-1s, was sent to Bien Hoa Air Force Base, South Vietnam, to train South Vietnamese pilots to fly the A-1. A detachment, VA-152 Det Zulu, was left at NAS Alameda. While operating in South Vietnam the squadron came under the control of Chief, Air Force Advisory Group, Saigon. On 1 August 1964 the squadron (VA-152) based at Bien Hoa was redesignated VA-152 Det Zulu and the detachment at NAS Alameda was designated VA-152. VA-152 Det Zulu continued to train South Vietnamese pilots until 1 December 1964.



A couple of squadron AD-6 Skyraiders in flight, circa 1960–1961.

Air Wing Assignments

| Air Wing | Tail Code | Assignment Date |
|----------------|-----------|-----------------|
| CVG-15 | H | 11 Apr 1951 |
| ATG-4 | ND | 14 Oct 1957 |
| CVG-15/CVW-15* | NL | Feb 1959 |
| CVW-16 | AH | 01 Oct 1964 |
| CVW-17 | AA | Feb 1968 |
| COMFAIRALAMEDA | | Apr 1969 |
| CVW-8 | AJ | Dec 1969 |

* CVG-15 was redesignated CVW-15 when Carrier Air Groups (CVG) were redesignated Carrier Air Wings (CVW) on 20 December 1963.

Unit Awards Received

| Unit Award | Inclusive Dates Covering Unit Award | |
|------------|-------------------------------------|-------------|
| KSM | 04 Oct 1951 | 15 Apr 1952 |
| | 27 Feb 1953 | 16 May 1953 |
| | 29 May 1953 | 07 Sep 1953 |
| NUC | 13 Mar 1953 | 15 May 1953 |
| | 11 Jun 1953 | 27 Jul 1953 |

Unit Awards Received—Continued

| Unit Award | Inclusive Dates Covering Unit Award | |
|------------------------|-------------------------------------|-------------|
| AFEM | 10 May 1965 | 06 Dec 1965 |
| | 12 Jun 1966 | 01 Nov 1966 |
| | 14 Jul 1967 | 12 Jan 1968 |
| | 24 Nov 1958 | 03 Dec 1958 |
| | 14 Sep 1959 | 17 Sep 1959 |
| | 25 Apr 1961 | 28 Apr 1961 |
| | 30 Apr 1961 | 01 May 1961 |
| | 04 May 1961 | 09 May 1961 |
| | 12 Jan 1962 | 19 Jan 1962 |
| | 24 Jan 1962 | 27 Jan 1962 |
| | 22 Apr 1964 | 31 Jul 1964 |
| | 07 May 1965 | 02 Jun 1965 |
| | 10 Jun 1965 | 03 Jul 1965 |
| | 17 Sep 1965 | 18 Sep 1965 |
| AFEM (VA-152 Det Z) | 31 Jul 1964 | 01 Sep 1964 |
| MUC | 11 Apr 1970 | 06 Nov 1970 |
| VNSM | 04 Jul 1965 | 18 Jul 1965 |
| | 09 Aug 1965 | 11 Sep 1965 |
| | 28 Oct 1965 | 27 Nov 1965 |
| | 06 Jul 1966 | |
| | 07 Aug 1966 | 08 Sep 1966 |
| | 24 Sep 1966 | 26 Oct 1966 |
| | 10 Apr 1970 | 02 May 1970 |
| | 12 May 1970 | 29 May 1970 |
| | 13 Jun 1970 | 04 Jul 1970 |
| | 28 Jul 1970 | 19 Aug 1970 |
| RVNGC | 30 Aug 1970 | 30 Sep 1970 |
| | 20 Oct 1970 | 07 Nov 1970 |
| | 02 Oct 1965 | |
| | 30 Oct 1965 | |
| | 01 Nov 1965 | |
| | 03 Nov 1965 | |
| | 11 Nov 1965 | 12 Nov 1965 |
| | 06 Jul 1966 | 07 Jul 1966 |

A squadron A-4E at NAS Alameda, California, circa 1970.



VA-153

Lineage

During a reorganization of the Naval Air Reserve, a Fighter Squadron at NAS New York (believed to have been VF-718) was redesignated Fighter Squadron EIGHT HUNDRED THIRTY ONE (VF-831) in September 1949.

Reserve Fighter Squadron EIGHT HUNDRED THIRTY ONE (VF-831) was called to active duty on 1 February 1951.

Redesignated Fighter Squadron ONE HUNDRED FIFTY THREE (VF-153) on 4 February 1953.

Redesignated Attack Squadron ONE HUNDRED FIFTY THREE (VA-153) on 15 December 1956.

Disestablished on 30 September 1977. The first squadron to be assigned the VA-153 designation.

Squadron Insignia and Nickname



The squadron's only insignia sported the mythical griffin.

The squadron's insignia was approved by CNO on 17 May 1951. Colors for the griffin insignia were: light blue background outlined in orange; the griffin's body was black with white highlights, its beak and claws were orange and yellow, and the eagle head was white. Following the

squadron's two designation changes the basic insignia continued in use with minor modifications.

Nickname: Blue Tail Flies, 1953–1977.

Chronology of Significant Events

Feb 1955: Squadron aircraft flew sorties in support of the evacuation of Chinese Nationalists from the Tachen Islands.

23 Aug–9 Sep 1958: The squadron flew sorties in the Taiwan Straits after the Chinese Communists bombarded Quemoy Island.

Jan 1961: *Coral Sea* (CVA 43), with VA-153 embarked, operated in the South China Sea after Pathet Lao forces captured strategic positions in Laos.

2 Feb 1965: The squadron began participating in operations in Laos. These operations involved Yankee Team, Barrel Roll and Steel Tiger missions.

7 and 11 Feb 1965: The squadron participated in Flaming Dart I and II, reprisal strikes against targets in North Vietnam following a Viet Cong attack on the American advisors compound at Pleiku and the American billet in Qui Nhon, South Vietnam.

Mar 1965: The squadron participated in Rolling Thunder operations, the bombing of military targets in North Vietnam.

13 Aug 1965: The squadron's commanding officer, Commander H. E. Thomas, was killed in action over North Vietnam.

Mar 1968: *Coral Sea* (CVA 43), with VA-153 embarked, operated on station off the coast of Korea following the capture of *Pueblo* (AGER 2) in January by North Korea.

21 Nov 1970: The squadron flew missions in support of an attempt to rescue American prisoners-of-war at the Son Tay prisoner compound, 20 miles west of Hanoi.

11–22 Feb 1973: Following the cease fire with North Vietnam the squadron flew combat missions in Laos until a cease fire was signed with that country on 22 February 1973.

Feb 1973: Commander D. R. Weichman, the squadron's executive officer, completed his 625th combat mission of the Vietnam Conflict. He maintains the record for the highest number of combat missions for a Navy fixed-wing pilot during this conflict.

Nov 1973: *Oriskany* (CVA 34), with VA-153 embarked, departed from operations in the South China Sea to relieve *Hancock* (CVA 19) on station in the Arabian Sea due to the unsettled conditions following the Yom Kippur War in the Middle East.

A VF-831 F9F-2 Panther on the deck of Antietam (CV 36) in January 1952 during combat operations off the coast of Korea.



Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------------------------|------------------------|
| NAS New York, Floyd Bennett Field | * |
| NAS Alameda | 01 Apr 1951 |
| NAS Moffett Field | 05 May 1952 |
| NAS Lemoore | 21 Aug 1961 |

* Assigned to NAS New York prior to the squadron's recall to active duty on 1 February 1951.

Commanding Officers

| | <i>Date Assumed Command</i> |
|-----------------------------|-----------------------------|
| LCDR A. J. Denman | * |
| LCDR G. E. Miller | 05 May 1952 |
| LCDR Loys M. Satterfield | Sep 1953 |
| CDR W. L. Abbott | Mar 1955 |
| CDR Alexander D. C. Byers | 1956 |
| LCDR Hildry L. Nelson | 27 Feb 1957 |
| CDR John F. Bauman | 17 Oct 1958 |
| CDR Vernon R. Fierce, Jr. | 08 Feb 1960 |
| CDR W. C. May | 21 Jun 1961 |
| CDR Zeb V. Knott | 30 Jul 1962 |
| CDR William C. Raposa | 10 Jul 1963 |
| CDR Peter Mongilardi, Jr. | 26 May 1964 |
| CDR Harry E. Thomas | Apr 1965 |
| (acting commanding officer) | 13 Aug 1965 |
| CDR K. V. McArthur | 15 Sep 1965 |
| CDR D. E. Leue | 25 Jul 1966 |
| CDR T. E. Woolcock | 1967 |
| CDR R. J. Dapogny | 08 May 1968 |
| CDR Olaf M. Carlson, Jr. | 23 May 1969 |
| CDR Peter G. Frederick | 20 Aug 1970 |
| CDR William J. M. O'Connor | 11 Jun 1971 |
| CDR Paul D. Stephenson | 01 Jun 1972 |
| CDR Denis R. Weichman | 27 Jul 1973 |
| LCDR Keith S. Jones | 20 Sep 1974 |
| LCDR Robert F. Hofford | 12 Sep 1975 |
| CDR Lawrence H. Price | 15 Dec 1976 |

* LCDR Denman was commanding officer of the reserve squadron prior to its activation on 1 February 1951.



Squadron F9F-6 Cougars flying over Mount Fuji, Japan, in December 1954 while the squadron was deployed aboard Yorktown (CVA 10) (USN, Courtesy Duane Kasulka Collection).

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| F6F | * |
| F9F-2 | 06 Feb 1951 |
| F9F-5 | Aug 1952 |
| F9F-6 | Oct 1953 |
| FJ-3 | Mar 1955 |
| F9F-8 | Nov 1955 |
| F9F-8B | Apr 1956 |
| A4D-1 | 12 Feb 1957 |
| A4D-2 | 27 Oct 1958 |
| A4D-2N/A-4C† | 20 Jun 1961 |
| A-4E | Jan 1967 |
| A-4F | Apr 1968 |
| A-7A | 14 Sep 1969 |
| A-7B | May 1973 |

* While in a reserve status from September 1949 to January 1951, the squadron was most likely utilizing F6F pool aircraft assigned to NAS New York.

† The A4D-2N designation was changed to A-4C in 1962.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|--------------------------|
| 08 Sep 1951 | 02 May 1952 | CVG-15 | CV 36 | F9F-2 | Korea |
| 24 Jan 1953 | 21 Sep 1953 | CVG-15 | CVA 37 | F9F-5 | Korea/WestPac |
| 01 Jul 1954 | 28 Feb 1955 | CVG-15 | CVA 10 | F9F-6 | WestPac |
| 23 Apr 1956 | 15 Oct 1956 | CVG-15 | CVA 18 | F9F-8/8B | WestPac |
| 15 Feb 1958 | 02 Oct 1958 | CVG-15 | CVA 19 | A4D-1 | WestPac |
| 01 Aug 1959 | 18 Jan 1960 | CVG-15 | CVA 19 | A4D-2 | WestPac |
| 19 Sep 1960 | 27 May 1961 | CVG-15 | CVA 43 | A4D-2 | WestPac |
| 12 Dec 1961 | 17 Jul 1962 | CVG-15 | CVA 43 | A4D-2N | WestPac |
| 03 Apr 1963 | 25 Nov 1963 | CVG-15 | CVA 43 | A-4C | WestPac |
| 07 Dec 1964 | 01 Nov 1965 | CVW-15 | CVA 43 | A-4C | WestPac/Vietnam |

Major Overseas Deployments—Continued

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 12 May 1966 | 03 Dec 1966 | CVW-15 | CVA 64 | A-4C | WestPac/Vietnam |
| 26 Jul 1967 | 06 Apr 1968 | CVW-15 | CVA 43 | A-4E | WestPac/Vietnam |
| 07 Sep 1968 | 18 Apr 1969 | CVW-15 | CVA 43 | A-4F | WestPac/Vietnam |
| 14 May 1970 | 10 Dec 1970 | CVW-19 | CVA 34 | A-7A | WestPac/Vietnam |
| 14 May 1971 | 18 Dec 1971 | CVW-19 | CVA 34 | A-7A | WestPac/Vietnam |
| 05 Jun 1972 | 30 Mar 1973 | CVW-19 | CVA 34 | A-7A | WestPac/Vietnam |
| 18 Oct 1973 | 05 Jun 1974 | CVW-19 | CVA 34 | A-7B | WestPac/IO |
| 16 Sep 1975 | 03 Mar 1976 | CVW-19 | CV 34 | A-7B | WestPac |
| 04 Oct 1976 | 21 Apr 1977 | CVW-19 | CV 42 | A-7B | Med |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-15/CVW-15† | H/NL* | Apr 1951 |
| COMFAIRLEMOORE | | 1969 |
| CVW-19 | NM | 22 Nov 1969 |

* The tail code was changed from H to NL in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

† CVG-15 was redesignated CVW-15 when Carrier Air Groups (CVG) were redesignated Carrier Air Wings (CVW) on 20 December 1963.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| KSM | 04 Oct 1951 | 15 Apr 1952 |
| | 27 Feb 1953 | 16 May 1953 |
| | 29 May 1953 | 07 Sep 1953 |
| | 01 Jan 1973 | 30 Jun 1974 |
| NAVE | 01 Jul 1974 | 01 Apr 1976 |
| | 02 Apr 1976 | 30 Jun 1977 |
| | 26 Aug 1958 | 07 Sep 1958 |
| AFEM | 14 Sep 1959 | 17 Sep 1959 |



A squadron A-4F Skyhawk prepares to launch from Coral Sea (CVA 43), 1969.

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 25 Apr 1961 | 28 Apr 1961 |
| | 30 Apr 1961 | 01 May 1961 |
| | 04 May 1961 | 09 May 1961 |
| | 12 Jan 1962 | 19 Jan 1962 |
| | 24 Jan 1962 | 27 Jan 1962 |
| | 02 Feb 1965 | 05 Mar 1965 |
| | 16 Mar 1965 | 17 Apr 1965 |
| | 02 May 1965 | 28 May 1965 |
| | 23 Jun 1965 | 03 Jul 1965 |
| | 23 Jan 1968 | 22 Mar 1968 |
| NUC | 13 Mar 1953 | 15 May 1953 |
| | 11 Jun 1953 | 27 Jul 1953 |
| | 07 Feb 1965 | 18 Oct 1965 |
| | 29 May 1966 | 24 Nov 1966 |
| | 13 Aug 1967 | 19 Feb 1968 |
| MUC | 10 Oct 1968 | 31 Mar 1969 |
| | 01 Jun 1970 | 09 Dec 1970 |
| | 28 Jun 1972 | 06 Mar 1973 |
| RVNGC | 12 Oct 1965 | |
| | 21 Jun 1966 | 22 Jun 1966 |
| | 23 Nov 1967 | |
| | 02 Dec 1967 | |
| | 04 Dec 1967 | |
| | 20 Dec 1967 | 22 Dec 1967 |
| | 20 Jan 1968 | |
| | 23 Jan 1968 | 27 Jan 1968 |
| | 29 Jan 1968 | 19 Feb 1968 |
| | 15 Oct 1968 | |
| | 17 Oct 1968 | 18 Oct 1968 |
| | 21 Oct 1968 | |
| | 25 Oct 1968 | 27 Oct 1968 |
| | 14 Nov 1968 | 16 Nov 1968 |
| | 23 Nov 1968 | |
| | 25 Nov 1968 | |
| | 01 Dec 1968 | 02 Dec 1968 |
| | 04 Dec 1968 | 05 Dec 1968 |
| | 30 Dec 1968 | |
| | 01 Jan 1969 | 03 Jan 1969 |
| | 05 Jan 1969 | |
| | 07 Jan 1969 | 10 Jan 1969 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 14 Jan 1969 | 19 Jan 1969 |
| | 22 Jan 1969 | |
| | 24 Jan 1969 | |
| | 26 Jan 1969 | |
| | 09 Feb 1969 | 20 Feb 1969 |
| | 22 Feb 1969 | 03 Mar 1969 |
| | 19 Mar 1969 | 31 Mar 1969 |
| VNSM | 04 Jul 1965 | 24 Jul 1965 |
| | 11 Aug 1965 | 11 Sep 1965 |
| | 21 Sep 1965 | 15 Oct 1965 |
| | 14 Jun 1966 | 13 Jul 1966 |
| | 27 Jul 1966 | 31 Aug 1966 |
| | 08 Sep 1966 | 01 Oct 1966 |
| | 19 Oct 1966 | 09 Nov 1966 |
| | 26 Aug 1967 | 01 Oct 1967 |
| | 12 Oct 1967 | 28 Oct 1967 |
| | 04 Nov 1967 | 05 Nov 1967 |
| | 11 Nov 1967 | 08 Dec 1967 |
| | 16 Dec 1967 | 07 Jan 1968 |
| | 15 Jan 1968 | 21 Feb 1968 |
| | 29 Dec 1968 | 30 Jan 1969 |
| | 08 Feb 1969 | 03 Mar 1969 |
| | 19 Mar 1969 | 30 Mar 1969 |
| | 13 Jun 1970 | 29 Jun 1970 |
| | 12 Jul 1970 | 22 Jul 1970 |
| | 02 Aug 1970 | 26 Aug 1970 |
| | 17 Sep 1970 | 13 Oct 1970 |
| | 06 Nov 1970 | 23 Nov 1970 |
| | 15 Jun 1971 | 10 Jul 1971 |
| | 24 Jul 1971 | 08 Aug 1971 |
| | 03 Sep 1971 | 27 Sep 1971 |
| | 29 Oct 1971 | 21 Nov 1971 |
| | 26 Jun 1972 | 23 Jul 1972 |
| | 16 Aug 1972 | 01 Sep 1972 |
| | 11 Sep 1972 | 28 Sep 1972 |
| | 08 Oct 1972 | 31 Oct 1972 |
| | 24 Nov 1972 | 18 Dec 1972 |
| | 27 Dec 1972 | 31 Jan 1973 |
| | 10 Feb 1973 | 06 Mar 1973 |



A squadron A-7B Corsair II at NAS Glenview, Illinois, August 1973 (Courtesy Fred Roos Collection).

VA-154

Lineage

Established as Bombing Squadron ONE HUNDRED FIFTY THREE (VB-153) on 26 March 1945.

Redesignated Attack Squadron FIFTEEN A (VA-15A) on 15 November 1946.

Redesignated Attack Squadron ONE HUNDRED FIFTY FOUR (VA-154) on 15 July 1948.

Disestablished on 1 December 1949. The first squadron to be designated VA-154.

Squadron Insignia and Nickname

The first squadron insignia, a Walt Disney design, was approved by CNO on 10 August 1945. Colors for



The squadron's first insignia was a Walt Disney design.

the flying cannon were: a maroon background outlined in yellow; black cannon with blue and white highlights; silver wings and neck with white highlights and black markings; the bomb head was black with blue highlights and a yellow and orange eye and white teeth; the rocket legs were yellow, the body of the rockets were orange with white highlights and the nose of the rocket was yellow with white highlights, outlined in black; and the streaks were silver with black markings.

A modification to the insignia was approved by CNO on 10 April 1946. Colors for this insignia were: a shield with a white background outlined in black and red; the cannon and bomb were black with green highlights; the eye and teeth were yellow; the neck and wings were red with yellow highlights and black markings; the legs and rocket were red with yellow



A modification to the squadron's first insignia was approved for use in 1946.

highlights and black outlines and the nose of the rockets were yellow with green highlights and black outlines; the streaks were yellow with black markings.

Chronology of Significant Events

Oct 1945: The squadron participated in a 1200 plane fly over of New York City in honor of Navy Day.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------|------------------------|
| NAAS Manteo | 26 Mar 1945 |
| NAS Wildwood | 07 Apr 1945 |
| NAAS Oceana | 31 May 1945 |
| NAS Norfolk | Jul 1946 |
| NAS Alameda | 07 Aug 1946 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|----------------------------|-----------------------------|
| LT J. W. Aulson | 26 Mar 1945 |
| LT Leonard Robinson | 16 Apr 1945 |
| LCDR Francis D. McGaffigan | 26 Nov 1945 |
| LCDR Robert J. Celustka | 06 Sep 1946 |
| LCDR Philip W. Cobb | 15 Nov 1946 |
| LCDR John B. Howland | 10 Jan 1948 |
| LCDR Charles N. Conatser | 19 Nov 1948 |

Aircraft Assignments

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| SB2C-4E | Apr 1945 |
| SB2C-5 | Jun 1945 |
| AD-2 | 08 Jul 1948 |

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 31 Mar 1947 | 08 Oct 1947 | CVAG-15 | CV 36 | SB2C-5 | WestPac |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-------------------------|------------------|------------------------|
| CVG-153/CVAG-15/CVG-15* | B/A† | 26 Mar 1945 |

* CVG-153 was redesignated CVAG-15 on 15 November 1946. CVAG-15 was redesignated CVG-15 on 1 September 1948.

† The tail code B was assigned to CVAG-15 on 12 December 1946 and changed to A on 4 August 1948.



Squadron personnel in November 1949 with an AD-2 in the background; CO was Lieutenant Commander Charles N. Conatser.

VA-155

Lineage

Established as Torpedo Squadron ONE HUNDRED FIFTY THREE (VT-153) on 26 March 1945.

Redesignated Attack Squadron SIXTEEN A (VA-16A) on 15 November 1946.

Redesignated Attack Squadron ONE HUNDRED FIFTY FIVE (VA-155) on 15 July 1948.

Disestablished on 30 November 1949. The first squadron to be assigned the VA-155 designation.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 11 February 1946. Colors for the gremlin riding a



The gremlin was the squadron's first insignia.

torpedo were: a light green background encircled by yellow stars outlined in black; the gremlin's hat was red with black top and yellow center; his face was shaded green, red and orange with pale blue eyes and black pupils, he had tan ears and a red tongue, pale blue wings and light orange arms; lavender jacket with yellow stripes and red buttons, black belt with a red and black buckle, green trousers with light purple stockings and brown shoes with purple pompons; yellow torpedo with brown highlights, a blue nose and red snout, a green eyeball and black pupil, the teeth and

lips were red, the tail was yellow and white with a black propeller; the reins were black and yellow and the lettering was black, outlined in yellow.

Following the squadron's redesignation, a new insignia



This insignia was approved for the squadron following its redesignation to VA-16A.



The skull and cobra was the third insignia used by the squadron.

was approved by CNO on 12 June 1947. Colors for the caricature of the two TBFs was: a yellow sky and light green ocean background; blue TBFs with yellow lettering; red was used for the rockets, lightning bolts, and the mouth and eyes of the TBFs, the radome was light green; the cloud and

hands of the TBFs were white; all other details were black, such as the prop hubs, music notes and ship silhouettes.

The squadron's next insignia was approved by CNO on 18 February 1949. Colors for the skull and cobra design were: a red background, white skull, and yellow cobra.

Nickname: unknown.

Chronology of Significant Events

Mar–Oct 1947: During the squadron's deployment to the western Pacific, three of its aircraft were equipped as ASW planes, giving the squadron an ASW mission as well as attack.

Home Port Assignments

| Location | Assignment Date |
|---------------|-----------------|
| NAAF Lewiston | 26 Mar 1945 |
| NAAS Oceana | 01 Jun 1945 |
| NAS Norfolk | 02 Jul 1946 |
| NAS Alameda | 08 Aug 1946 |

Commanding Officers

| | Date Assumed Command |
|-------------------------------------|----------------------|
| LT Harlan C. McFadden, Jr. (acting) | 26 Mar 1945 |
| LCDR Frederick G. Lewis | 06 Apr 1945 |
| LCDR Richard D. King (acting) | 26 Jun 1946 |
| LCDR Gaylord T. Forrest | 03 Jul 1946 |
| LCDR Gerald R. Stablein | 10 Jan 1948 |
| LCDR Don L. Ely | Jan 1949 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| TBM-3E | 30 Mar 1945 |
| TBM-3Q | Apr 1946 |
| TBM-3W | Apr 1947 |
| AD-2 | 19 Jul 1948 |

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 31 Mar 1947 | 08 Oct 1947 | CVAG-15 | CV 36 | TBM-3E/3Q/3W | WestPac |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-------------------------|------------------|------------------------|
| CVG-153/CVAG-15/CVG-15* | B/A† | 26 Mar 1945 |

* CVG-153 was redesignated CVAG-15 on 15 November 1946. CVAG-15 was redesignated CVG-15 on 1 September 1948.

† The tail code B was assigned to CVAG-15 on 12 December 1946 and changed to A on 4 August 1948.



Squadron personnel with TBM-3E in the background, circa 1945. CO was Lieutenant Commander Frederick G. Lewis.

SECOND VA-155

Lineage

Established as Reserve Attack Squadron SEVENTY ONE E (VA-71E) in 1946.

Redesignated Reserve Attack Squadron FIFTY EIGHT A (VA-58A) on 1 October 1948.

Redesignated Reserve Composite Squadron SEVEN HUNDRED TWENTY TWO (VC-722) on 1 November 1949.

Redesignated Reserve Attack Squadron SEVEN HUNDRED TWENTY EIGHT (VA-728) on 1 April 1950.

Called to active duty as Attack Squadron SEVEN HUNDRED TWENTY EIGHT (VA-728) on 1 February 1951.

Redesignated Attack Squadron ONE HUNDRED FIFTY FIVE (VA-155) on 4 February 1953.

Disestablished on 30 September 1977. The second squadron to be assigned the VA-155 designation.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 23 September 1952. A photograph of the approved



An artist's rendition of the squadron's first insignia design.

design was not available. Colors and description of the insignia were: a silver-gray disk with a red border; a yellow-winged white and red lightening flash in front of a black cloud.

A new insignia was adopted by the squadron in 1953 following its redesignation. There is no official approval date for this insignia. The insignia adopted was the skull and snake design used by the first VA-155. On 8 July 1959, CNO approved a modification to the skull and snake insignia that included the addition of two diagonal stripes. Colors for this insignia were: a red background outlined in green; a white banner, outlined in green with black lettering; the skull was white with black markings; the snake's upper body was a salmon color with black lines, its head was green with white eyes and black pupils, the coiled



The squadron's second insignia adopted the skull and cobra design used by the first VA-155.



A modification was made to the skull and cobra design in 1959, adding diagonal stripes.

part of the snake was greenish black; and the two diagonal lines were green.

Sometime in the 1960s the squadron used an unofficial insignia with the head of a fox as its design.

Nickname: Silver Fox, early 1960s–1977.

Chronology of Significant Events

Oct 1951: The squadron engaged in combat operations, flying its first sorties over Korea.

Feb 1955: Squadron aircraft flew sorties in support of the evacuation of Chinese Nationalists from the Tachen Islands.

21 Aug–11 Sep 1958: The squadron flew sorties in the Taiwan Straits after the Chinese Communists bombarded Quemoy Island.

Jan 1961: *Coral Sea* (CVA 43), with VA-155 embarked, operated in the South China Sea after Pathet Lao forces captured strategic positions in Laos.

7 and 11 Feb 1965: The squadron participated in Flaming Dart I and II, reprisal strikes against targets in North Vietnam following a Viet Cong attack on the American advisors compound at Pleiku and the American billet in Qui Nhon, South Vietnam.

Mar 1965: The squadron began participation in Rolling Thunder operations, the bombing of military targets in North Vietnam.

May 1966: VA-155 was the first A-4 squadron deploying to Vietnam using a new camouflage paint scheme nicknamed the "Flying Mulberrybushes." The new paint scheme and colors were expected to reduce battle damage by making the aircraft more difficult to detect visually.

1 Jul 1966: The squadron's commanding officer, Commander C. H. Peters, was killed in action while leading an attack on petroleum facilities at Duong Nham, North Vietnam.

20 Oct 1967: Squadron aircraft sighted six North Vietnamese PT boats near Thanh Hoa and engaged the boats. Four of the PT boats were sunk, one was damaged and the sixth escaped, seeking refuge in the mouth of the river near Thanh Hoa.

25 Nov 1967: Commander W. H. Searfus, the squadron's commanding officer, was lost at sea follow-

ing a flight deck accident in which his aircraft was lost over the side of the carrier.

Mar 1968: *Coral Sea* (CVA 43), with VA-155 embarked, operated on station off the coast of Korea following the capture of *Pueblo* (AGER 2) in January by North Korea.

Apr 1969: Following the shoot down of a Navy EC-121 aircraft by the North Koreans on 15 April, *Ranger* (CVA 61), with VA-155 embarked, left Yankee Station and proceeded to the Sea of Japan for operations off the coast of Korea.

21 Nov 1970: The squadron flew missions in support of an attempt to rescue American prisoners-of-war at the Son Tay prisoner compound, 20 miles west of Hanoi.

Feb 1973: Following the cease fire with North Vietnam, the squadron flew combat missions in Laos until a cease fire was signed with that country on 22 February 1973.

Nov 1973: *Oriskany* (CVA 34), with VA-155 embarked, departed from operations in the South China Sea to relieve *Hancock* (CVA 19) on station in the Arabian Sea due to the unsettled conditions following the Yom Kippur War in the Middle East.



A squadron AD-4 launches from Antietam (CV 36) during their 1951-1952 combat cruise to Korea.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-------------------|------------------------|
| NAS Glenview | 1946 |
| NAS Alameda | 1951 |
| NALF Santa Rosa | May 1952* |
| NAS Moffett Field | 25 Aug 1952 |
| NAS Lemoore | 21 Aug 1961 |

* Temporary assignment for training and reforming following its return from a combat tour in Korea.

Commanding Officers

| | <i>Date Assumed Command</i> |
|------------------------------|-----------------------------|
| LCDR Soule T. Bitting | 29 Aug 1946 |
| LCDR B. K. Harrison (acting) | May 1952 |
| LCDR Raymond S. Osterhoudt | 08 Aug 1952 |
| LCDR Frank R. West | Oct 1953 |
| LCDR Jack B. Jones | 21 Mar 1955 |
| CDR Henry E. Clark | 10 Dec 1956 |
| CDR Deforest Q. Joralmon | 29 Oct 1958 |
| CDR Robert E. McElwee | Feb 1960 |
| CDR Ira K. Kruger | 04 Aug 1961 |
| CDR Patrick F. Cunningham | 31 Jul 1962 |
| CDR T. B. Russell, Jr. | 27 Jun 1963 |
| CDR J. H. Harris | 17 Jul 1964 |
| CDR J. B. Morin | 1965 |
| CDR Charles H. Peters | 1966 |
| CDR E. W. Ingley | 11 Jul 1966 |
| CDR William H. Searfus | Jun 1967 |
| CDR David J. Sperling | Dec 1967 |
| CDR Robert F. Reynolds, Jr. | 07 Dec 1968 |
| CDR Edwin C. Adamson, Jr. | 24 Oct 1969 |
| CDR James H. Mauldin | 28 Aug 1970 |
| CDR Markley R. Seibert | 1971 |
| CDR Dean E. Cramer | 02 Jun 1972 |
| CDR Robert L. Leuschner, Jr. | 07 Jun 1973 |
| CDR Larry E. Kaufman | 17 Jul 1974 |
| CDR Robert D. Miller | 24 Oct 1975 |
| CDR Robert C. Kaup | 05 Jan 1977 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| SB2C/TBM/AM | * |
| AD-1 | 1951 |
| AD-2 | 1951 |
| AD-4 | 1951 |
| AD-4L | 1951 |
| AD-4Q | 1951 |
| AD-4NA | 26 Jul 1952 |
| AD-6 | Nov 1953 |
| AD-7 | Nov 1956 |
| A4D-2/A-4B† | 08 Oct 1958 |
| A-4E | Dec 1963 |
| A-4F | 10 Apr 1968 |
| A-7B | 29 Sep 1969 |

* During the squadron's Reserve duty between 1946 and its activation in February 1951, it most likely flew SB2Cs, TBMs and/or AMs.

† The A4D-2 designation was changed to A-4B in 1962.



Two squadron A-4E Skyhawks return to Coral Sea (CVA 43) following a mission over Vietnam, 1965.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 08 Sep 1951 | 02 May 1952 | CVG-15 | CV 36 | AD-4/L/Q & AD-2 | Korea |
| 24 Jan 1953 | 21 Sep 1953 | CVG-15 | CVA 37 | AD-4NA | Korea/WestPac |
| 01 Jul 1954 | 28 Feb 1955 | CVG-15 | CVA 10 | AD-6 | WestPac |
| 23 Apr 1956 | 15 Oct 1956 | CVG-15 | CVA 18 | AD-6 | WestPac |
| 15 Feb 1958 | 02 Oct 1958 | CVG-15 | CVA 19 | AD-7 | WestPac |
| 01 Aug 1959 | 18 Jan 1960 | CVG-15 | CVA 19 | A4D-2 | WestPac |
| 19 Sep 1960 | 27 May 1961 | CVG-15 | CVA 43 | A4D-2 | WestPac |
| 12 Dec 1961 | 17 Jul 1962 | CVG-15 | CVA 43 | A4D-2 | WestPac |
| 03 Apr 1963 | 25 Nov 1963 | CVG-15 | CVA 43 | A-4B | WestPac |
| 07 Dec 1964 | 01 Nov 1965 | CVW-15 | CVA 43 | A-4E | WestPac/Vietnam |
| 12 May 1966 | 03 Dec 1966 | CVW-15 | CVA 64 | A-4E | WestPac/Vietnam |
| 26 Jul 1967 | 06 Apr 1968 | CVW-15 | CVA 43 | A-4E | WestPac/Vietnam |
| 26 Oct 1968 | 17 May 1969 | CVW-2 | CVA 61 | A-4F | WestPac/Vietnam |
| 14 May 1970 | 10 Dec 1970 | CVW-19 | CVA 34 | A-7B | WestPac/Vietnam |
| 14 May 1971 | 18 Dec 1971 | CVW-19 | CVA 34 | A-7B | WestPac/Vietnam |
| 05 Jun 1972 | 30 Mar 1973 | CVW-19 | CVA 34 | A-7B | WestPac/Vietnam |
| 18 Oct 1973 | 05 Jun 1974 | CVW-19 | CVA 34 | A-7B | WestPac/IO |
| 16 Sep 1975 | 03 Mar 1976 | CVW-19 | CV 34 | A-7B | WestPac |
| 04 Oct 1976 | 21 Apr 1977 | CVW-19 | CV 42 | A-7B | Med |

*A formation of squadron
A-4F Skyhawks, circa
1968.*



Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-15/CVW-15† | H/NL* | 01 Apr 1951 |
| CVW-16 | AH | Apr 1968 |
| CVW-2 | NE | 12 Sep 1968 |
| CVW-12‡ | | 24 Jun 1969 |
| CVW-19 | NM | 22 Nov 1969 |

* The tail code was changed from H to NL in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

† CVG-15 was redesignated CVW-15 when Carrier Air Groups (CVG) were redesignated Carrier Air Wings (CVW) on 20 December 1963.

‡ When the squadron was assigned to CVW-12, it operated under the control of VA-122 while undergoing training for the transition to the A-7 Corsair II.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| KSM | 04 Oct 1951 | 15 Apr 1952 |
| | 27 Feb 1953 | 16 May 1953 |
| AFEM | 29 May 1953 | 07 Sep 1953 |
| | 26 Aug 1958 | 07 Sep 1958 |
| | 14 Sep 1959 | 17 Sep 1959 |
| | 25 Apr 1961 | 28 Apr 1961 |
| | 30 Apr 1961 | 01 May 1961 |
| | 04 May 1961 | 09 May 1961 |
| | 12 Jan 1962 | 19 Jan 1962 |
| | 24 Jan 1962 | 27 Jan 1962 |
| | 02 Feb 1965 | 05 Mar 1965 |
| | 16 Mar 1965 | 17 Apr 1965 |
| | 02 May 1965 | 28 May 1965 |
| | 23 Jun 1965 | 03 Jul 1965 |
| | 23 Jan 1968 | 22 Mar 1968 |
| | 20 Mar 1969 | 22 Mar 1969 |
| | 20 Apr 1969 | 27 Apr 1969 |
| NUC | 13 Mar 1953 | 15 May 1953 |
| | 11 Jun 1953 | 27 Jul 1953 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| MUC | 07 Feb 1965 | 18 Oct 1965 |
| | 29 May 1966 | 24 Nov 1966 |
| | 13 Aug 1967 | 19 Feb 1968 |
| | 29 Nov 1968 | 10 May 1969 |
| | 01 Jun 1970 | 09 Dec 1970 |
| | 28 Jun 1972 | 06 Mar 1973 |
| RVNGC | 12 Oct 1965 | |
| | 21 Jun 1966 | 22 Jun 1966 |
| | 23 Nov 1967 | |
| | 02 Dec 1967 | |
| | 04 Dec 1967 | |
| | 20 Dec 1967 | 22 Dec 1967 |
| | 20 Jan 1968 | |
| | 23 Jan 1968 | 27 Jan 1968 |
| | 29 Jan 1968 | 19 Feb 1968 |
| | 07 Jan 1969 | 30 Jan 1969 |
| VNSM | 15 Feb 1969 | 16 Mar 1969 |
| | 04 Apr 1969 | 14 Apr 1969 |
| | 04 Jul 1965 | 24 Jul 1965 |
| | 11 Aug 1965 | 11 Sep 1965 |
| | 21 Sep 1965 | 15 Oct 1965 |
| | 14 Jun 1966 | 13 Jul 1966 |
| | 27 Jul 1966 | 31 Aug 1966 |
| | 08 Sep 1966 | 01 Oct 1966 |
| | 19 Oct 1966 | 09 Nov 1966 |
| | 26 Aug 1967 | 01 Oct 1967 |
| | 12 Oct 1967 | 28 Oct 1967 |
| | 04 Nov 1967 | 05 Nov 1967 |
| | 11 Nov 1967 | 08 Dec 1967 |
| | 16 Dec 1967 | 07 Jan 1968 |
| | 15 Jan 1968 | 21 Feb 1968 |
| | 07 Jan 1969 | 30 Jan 1969 |
| | 15 Feb 1969 | 16 Mar 1969 |
| | 04 Apr 1969 | 17 Apr 1969 |
| | 13 Jun 1970 | 29 Jun 1970 |
| | 12 Jul 1970 | 22 Jul 1970 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 02 Aug 1970 | 26 Aug 1970 |
| | 17 Sep 1970 | 13 Oct 1970 |
| | 06 Nov 1970 | 23 Nov 1970 |
| | 15 Jun 1971 | 10 Jul 1971 |
| | 24 Jul 1971 | 07 Aug 1971 |
| | 03 Sep 1971 | 27 Sep 1971 |
| | 29 Oct 1971 | 21 Nov 1971 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 26 Jun 1972 | 23 Jul 1972 |
| | 16 Aug 1972 | 01 Sep 1972 |
| | 11 Sep 1972 | 28 Sep 1972 |
| | 08 Oct 1972 | 31 Oct 1972 |
| | 24 Nov 1972 | 18 Dec 1972 |
| | 27 Dec 1972 | 31 Jan 1973 |
| | 10 Feb 1973 | 06 Mar 1973 |



A formation of squadron A-7B Corsair IIs in late 1969.

THIRD VA-155

Lineage

Established as Attack Squadron ONE HUNDRED FIFTY FIVE (VA-155) on 1 September 1987.

Disestablished on 30 April 1993. The third squadron to be assigned the VA-155 designation.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 24 July 1987. Colors for the Silver Fox insignia are as



The fox insignia used by the squadron.

follows: the circular design is outlined in silver with the upper background black and lower background blue with light blue highlights; yellow star, lightning bolt, moon, and wolf's pupils; silver wolf with black markings and outlined in white; and a silver scroll, outlined in black with black lettering.

Nickname: Silver Foxes, 1987–1993.

Chronology of Significant Events

15 August–8 October 1988: *Independence* (CV 62), with VA-155 embarked, conducted a change of home port transit from Norfolk to San Diego via Cape Horn. During the transit numerous air power demonstrations were conducted for dignitaries from various South American countries.

17 Jan 1991: The squadron conducted its first combat operations. VA-155's commanding officer, Commander Sweigart, led Air Wing Two's aircraft in its first strike against Iraq.

18 Jan 1991: The squadron suffered its first and only loss during the war with Iraq when one of its A-6E Intruders was shot down while on a mining sortie by the Um Qasr Naval Base in Iraq.

28 Feb 1991: *Ranger's* last combat strike of the Gulf War was launched and led by a VA-155 aircraft. During the 43 day Gulf War the squadron flew 1,388.4 hours, a total of 635 sorties, and delivered 2,289,940 pounds of ordnance on Iraqi military targets.

Sep–Dec 1992: Squadron aircraft flew sorties in support of Operation Southern Watch, flights over southern Iraq south of the 32nd parallel to ensure Iraq was adhering to United Nations sanctions.

Dec 1992: The squadron participated in Operation Restore Hope, flying sorties in support of the humanitarian relief effort in Somalia.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|--------------------|------------------------|
| NAS Whidbey Island | 01 Sep 1987 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|--------------------------|-----------------------------|
| CDR Jack J. Samar | 01 Sep 1987 |
| CDR Kenneth R. Zimmerman | 12 Jan 1989 |
| CDR Frank Sweigart | 29 Jun 1990 |
| CDR Larry J. Munns | 12 Sep 1991 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| KA-6D | 16 Nov 1987 |
| A-6E | Dec 1987 |

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|-----------------------------|
| 08 Dec 1990 | 09 Jun 1991 | CVW-2 | CV 61 | A-6E | WestPac/IO/ Persian Gulf |
| 01 Aug 1992 | 31 Jan 1993 | CVW-2 | CV 61 | A-6E | WestPac/IO/ Persian Gulf |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVW-10 | NM | 01 Dec 1987 |
| CVW-17 | AA | 01 May 1988 |
| CVW-2 | NE | 01 Oct 1989 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| MUC | 04 Sep 1987 | 03 Sep 1988 |
| NUC | 17 Jan 1991 | 07 Feb 1991 |
| SASM | 13 Jan 1991 | 19 Apr 1991 |
| KLM | 17 Jan 1991 | 07 Feb 1991 |
| NAVE | 01 Jan 1992 | 31 Dec 1992 |



A squadron A-6E Intruder loaded with weapons, 1990.

VA-163

Lineage

Established as Attack Squadron ONE HUNDRED SIXTY THREE (VA-163) on 1 September 1960.

Placed on inactive status on 1 April 1969 but maintained on the Naval Aeronautical Organization's list of designated squadrons. While inactive, no aircraft and only 1 administrative person was assigned to the squadron. VA-163 was removed from the Naval Aeronautical Organization list on 1 July 1971. The squadron probably was placed in an inactive status due to manpower and aircraft availability while awaiting transition to the A-6 Intruder.

Disestablished on 1 July 1971. The first squadron to be assigned the VA-163 designation.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 31 January 1961. Colors for the insignia were: a light



The squadron's one and only insignia.

blue background with a white border outlined in black; the shield had a yellow border outlined in black; the background in the upper left quarter of the shield was dark blue with a yellow crescent moon and white star; the upper right quarter had a light blue background with a yellow moon and white cloud, outlined in black; the lower left

quarter had a light blue background and the waves were a medium blue with white caps, outlined in black; the lower right quarter had a light blue background with snow capped dark blue mountains; the center of the shield had a square yellow box with black electron rings; the scroll was light blue outlined in black and had white lettering.

Nickname: Saints, 1960–1971.

Chronology of Significant Events

Nov 1963: *Oriskany* (CVA 34), with VA-163 embarked, operated in the South China Sea during a crisis in South Vietnam and the coup that overthrew President Diem.

Jun 1965: The squadron's commanding officer, Commander Jenkins, led the first major POL (petroleum, oil, lubricants) strike of the war against the Dam Dinh, North Vietnam storage facility.

7 Nov 1965: Lieutenant Commander Charles G.

Wack was awarded the Silver Star for his action in leading a sortie against SAM sites south of Nam Dinh, North Vietnam. He pressed his attack even though his aircraft was badly damaged by antiaircraft fire and successfully completed his mission before being forced to eject from the aircraft when it caught fire.

13 Nov 1965: Commander H. T. Jenkins, the squadron's commanding officer, was shot down while conducting an armed reconnaissance mission a few miles north of the DMZ and was captured. He remained a POW until his release in February 1973.

23 Jul 1966: During a successful POL mission over Vinh, North Vietnam, Commander W. F. Foster's aircraft was hit by antiaircraft fire and he suffered the loss of his right arm. Using only his left hand, he piloted his crippled aircraft out to sea and ejected over the Gulf of Tonkin, where he was rescued. He was awarded the Silver Star for his actions.

26 Oct 1966: A major fire broke out in *Oriskany* on Yankee Station. The squadron lost four officers in the fire. Several squadron personnel received awards for their heroic actions during the fire.

21 Aug 1967: Commander B. W. Compton, Jr., the squadron's commanding officer, was awarded the Navy Cross for his actions as a strike leader of a major coordinated air attack against the Hanoi Thermal Power Plant.

Home Port Assignments

| Location | Assignment Date |
|-----------------|-----------------|
| NAS Cecil Field | 01 Sep 1960 |
| NAS Lemoore | 26 Sep 1961 |

Commanding Officers

| | Date Assumed Command |
|---------------------------|----------------------|
| CDR Jack M. Manherz | 01 Sep 1960 |
| CDR D. V. Marshall, Jr. | 01 Sep 1961 |
| CDR M. D. Short | 14 Oct 1962 |
| CDR Jarl J. Diffendorfer | 05 Feb 1964 |
| CDR Harry T. Jenkins, Jr. | 30 Dec 1964 |
| CDR Wynn F. Foster | 13 Nov 1965 |
| CDR Ronald H. Caldwell | 30 Jul 1966 |
| CDR Bryan W. Compton, Jr. | 10 Jul 1967 |
| CDR Elbert D. Lighter | 10 Jul 1968 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| A4D-2/A-4B* | 03 Oct 1960 |
| A-4E | Mar 1964 |

* The A4D-2 designation was changed to A-4B in 1962.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 07 Jun 1962 | 17 Dec 1962 | CVG-16 | CVA 34 | A4D-2 | WestPac |
| 01 Aug 1963 | 10 Mar 1964 | CVW-16 | CVA 34 | A-4B | WestPac |
| 05 Apr 1965 | 16 Dec 1965 | CVW-16 | CVA 34 | A-4E | WestPac/Vietnam |
| 26 May 1966 | 16 Nov 1966 | CVW-16 | CVA 34 | A-4E | WestPac/Vietnam |
| 16 Jun 1967 | 31 Jan 1968 | CVW-16 | CVA 34 | A-4E | WestPac/Vietnam |
| 18 Jul 1968 | 03 Mar 1969 | CVW-21 | CVA 19 | A-4E | WestPac/Vietnam |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-16/CVW-16* | AH | 01 Sep 1960 |
| CVW-21 | NP | 01 Mar 1968 |

* CVG-16 was redesignated CVW-16 when Carrier Air Groups (CVG) were redesignated Carrier Air Wings (CVW) on 20 December 1963.

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 13 Oct 1968 | |
| | 02 Nov 1968 | |
| | 07 Nov 1968 | 08 Nov 1968 |
| | 10 Nov 1968 | 11 Nov 1968 |
| | 13 Nov 1968 | 19 Nov 1968 |
| | 21 Nov 1968 | 26 Nov 1968 |
| | 21 Dec 1968 | 24 Dec 1968 |
| | 26 Dec 1968 | 28 Dec 1968 |
| | 30 Dec 1968 | |
| | 01 Jan 1969 | 03 Jan 1969 |
| | 07 Jan 1969 | 14 Jan 1969 |
| | 31 Jan 1969 | 08 Feb 1969 |
| VNSM | 04 Jul 1965 | 18 Jul 1965 |
| | 09 Aug 1965 | 11 Sep 1965 |
| | 30 Sep 1965 | 19 Oct 1965 |
| | 28 Oct 1965 | 27 Nov 1965 |
| | 29 Jun 1966 | 29 Jul 1966 |
| | 06 Aug 1966 | 08 Sep 1966 |
| | 23 Sep 1966 | 26 Oct 1966 |
| | 13 Jul 1967 | 08 Aug 1967 |
| | 17 Aug 1967 | 30 Sep 1967 |
| | 04 Oct 1967 | 03 Nov 1967 |
| | 19 Nov 1967 | 17 Dec 1967 |
| | 30 Dec 1967 | 13 Jan 1968 |
| | 21 Aug 1968 | 04 Sep 1968 |
| | 13 Sep 1968 | 15 Oct 1968 |
| | 23 Oct 1968 | 28 Nov 1968 |
| | 20 Dec 1968 | 15 Jan 1969 |
| | 29 Jan 1969 | 10 Feb 1969 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| AFEM | 05 Sep 1963 | 13 Sep 1963 |
| | 03 Nov 1963 | 08 Nov 1963 |
| | 07 May 1965 | 02 Jun 1965 |
| | 10 Jun 1965 | 03 Jul 1965 |
| | 17 Sep 1965 | 18 Sep 1965 |
| | 02 Dec 1968 | 04 Dec 1968 |
| NUC | 10 May 1965 | 06 Dec 1965 |
| | 12 Jun 1966 | 01 Nov 1966 |
| | 14 Jul 1967 | 12 Jan 1968 |
| | 01 Aug 1968 | 22 Feb 1969 |
| RVNGC | 02 Oct 1965 | |
| | 30 Oct 1965 | |
| | 01 Nov 1965 | |
| | 03 Nov 1965 | |
| | 07 Nov 1965 | |
| | 11 Nov 1965 | 12 Nov 1965 |
| | 06 Jul 1966 | 07 Jul 1966 |
| | 26 Sep 1968 | |
| | 29 Sep 1968 | |
| | 09 Oct 1968 | 11 Oct 1968 |



A formation of squadron A-4 Skyhawks.

VA-164

Lineage

Established as Attack Squadron ONE HUNDRED SIXTY FOUR (VA-164) on 1 September 1960.

Disestablished on 12 December 1975. The first squadron to be assigned the VA-164 designation.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 24 May 1961. Colors for the Ghost rider insignia were: a black background outlined in black and white; the ghost rider was gold with black markings; the winged horse, diamond and scrolls were silver with black markings or lettering; the smoke/cloud was white with black markings; the flames were red, yellow, orange, blue, and green; and the aerodynamic (triangular) design was orange.



The squadron's ghost rider insignia.

the winged horse, diamond and scrolls were silver with black markings or lettering; the smoke/cloud was white with black markings; the flames were red, yellow, orange, blue, and green; and the aerodynamic (triangular) design was orange.

Nickname: Ghost-riders, 1961–1975.

Chronology of Significant Events

Nov 1963: *Oriskany* (CVA 34), with VA-164 embarked, operated in the South China Sea during a crisis in South Vietnam and the coup that overthrew President Diem.

5 May 1965: The squadron flew its first combat sortie. From May through July 1965, it flew close air support missions in South Vietnam.

7 Nov 1965: The squadron's commanding officer, Commander J. D. Shaw, was awarded the Silver Star for successfully leading a strike against a SAM site in North Vietnam.

26 Oct 1966: A major fire broke out in *Oriskany* on Yankee Station. The squadron lost four officers in the fire. Several squadron personnel received awards for their heroic actions during the fire.

Oct 1967: Commander D. F. Mow, the squadron's commanding officer, was awarded the Silver Star for his actions during a combat mission over North Vietnam.

Mar 1970: The squadron completed the last line period of its fifth combat deployment to Vietnam. This was the squadron's first combat deployment without losing a pilot.

Apr 1972: The squadron participated in Operation Freedom Train, tactical air sorties against military and logistic targets in the southern part of North Vietnam.

It also provided close air support for forces in South Vietnam following a massive invasion by North Vietnam.

May 1972: Squadron aircraft participated in the early phase of operation Linebacker I, heavy air strikes against targets in North Vietnam.

Aug 1972: TA-4s acquired by VA-164 from the Marine Corps at MCAS Iwakuni were used for the first time operationally in a combat role off a carrier.

Jun 1973: Missions were flown in support of Operation End Sweep, the clearing of mines in the territorial waters of North Vietnam.

Oct 1974: With the outbreak of war between Israel and Egypt and Syria the *Hancock* (CVA 19), with VA-164 embarked, was directed to leave Yankee Station and operate in the Arabian Sea and Gulf of Aden.

Home Port Assignments

| Location | Assignment Date |
|-----------------|-----------------|
| NAS Cecil Field | 01 Sep 1960 |
| NAS Lemoore | 26 Sep 1961 |

Commanding Officers

| | Date Assumed Command |
|-------------------------|----------------------|
| CDR Harlan D. Williams | 01 Sep 1960 |
| CDR Lloyd W. Moffit | 05 Sep 1961 |
| CDR C. A. Banks, Jr. | Oct 1962 |
| CDR R. M. Netherland | 21 Sep 1963 |
| CDR J. W. Roberts | 28 Aug 1964 |
| CDR John D. Shaw | 24 Jul 1965 |
| CDR Paul H. Engel | 26 Jun 1966 |
| CDR Douglas F. Mow | 31 May 1967 |
| CDR William F. Span | 04 Jul 1968 |
| CDR Roy V. Hagberg | 18 Jul 1969 |
| CDR George L. Boaz | 24 Jul 1970 |
| CDR Ramsay (N) Lawson | 08 Jul 1971 |
| CDR Stanley R. Arthur | 01 Jul 1972 |
| CDR Fred J. Gosebrink | 15 Jun 1973 |
| CDR Frederick P. Meyers | 30 May 1974 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| A4D-2/A-4B* | 07 Oct 1960 |
| A-4E | 13 Mar 1964 |
| A-4F | 06 Apr 1969 |
| TA-4F | 08 Aug 1972 |

* The A4D-2 designation was changed to A-4B in 1962.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 07 Jun 1962 | 17 Dec 1962 | CVG-16 | CVA 34 | A4D-2 | WestPac |
| 01 Aug 1963 | 10 Mar 1964 | CVW-16 | CVA 34 | A-4B | WestPac |
| 05 Apr 1965 | 16 Dec 1965 | CVW-16 | CVA 34 | A-4E | WestPac/Vietnam |
| 26 May 1966 | 16 Nov 1966 | CVW-16 | CVA 34 | A-4E | WestPac/Vietnam |
| 16 Jun 1967 | 31 Jan 1968 | CVW-16 | CVA 34 | A-4E | WestPac/Vietnam |
| 18 Jul 1968 | 03 Mar 1969 | CVW-21 | CVA 19 | A-4E | WestPac/Vietnam |
| 02 Aug 1969 | 15 Apr 1970 | CVW-21 | CVA 19 | A-4F | WestPac/Vietnam |
| 22 Oct 1970 | 03 Jun 1971 | CVW-21 | CVA 19 | A-4F | WestPac/Vietnam |
| 07 Jan 1972 | 03 Oct 1972 | CVW-21 | CVA 19 | A-4F & TA-4F | WestPac/Vietnam |
| 08 May 1973 | 08 Jan 1974 | CVW-21 | CVA 19 | A-4F & TA-4F | WestPac/IO |
| 18 Mar 1975 | 20 Oct 1975 | CVW-21 | CV 19 | A-4F & TA-4F | WestPac |



Two squadron A-4F Skyhawks in flight, 1973.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-16/CVW-16* | AH | 01 Sep 1960 |
| CVW-21 | NP | 01 Mar 1968 |

* CVG-16 was redesignated CVW-16 when Carrier Air Groups (CVG) were redesignated Carrier Air Wings (CVW) on 20 December 1963.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NUC | 10 May 1965 | 06 Dec 1965 |
| | 12 Jun 1966 | 01 Nov 1966 |
| | 14 Jul 1967 | 12 Jan 1968 |
| | 01 Aug 1968 | 22 Feb 1969 |
| | 08 Feb 1972 | 14 Sep 1972 |
| | 01 Jul 1971 | 31 Dec 1972 |
| | 05 Sep 1963 | 13 Sep 1963 |
| | 03 Nov 1963 | 08 Nov 1963 |
| | 07 May 1965 | 02 Jun 1965 |
| | 10 Jun 1965 | 03 Jul 1965 |
| NAVE | 17 Sep 1965 | 18 Sep 1965 |
| | 02 Dec 1968 | 04 Dec 1968 |
| | 30 Oct 1969 | |
| | 03 Jan 1970 | 08 Jan 1970 |
| | 22 Feb 1970 | 25 Feb 1970 |
| | 21 Aug 1969 | 31 Mar 1970 |
| | 20 Nov 1970 | 07 May 1971 |
| | 02 Oct 1965 | |
| | 30 Oct 1965 | |
| | 01 Nov 1965 | |
| MUC | 03 Nov 1965 | |
| | 07 Nov 1965 | |
| | 11 Nov 1965 | 12 Nov 1965 |
| | 06 Jul 1966 | 07 Jul 1966 |
| | 26 Sep 1968 | |
| | 29 Sep 1968 | |
| | 09 Oct 1968 | 11 Oct 1968 |
| | 13 Oct 1968 | |
| | 02 Nov 1968 | |
| | 07 Nov 1968 | 08 Nov 1968 |
| RVNGC | 10 Nov 1968 | 11 Nov 1968 |
| | 13 Nov 1968 | 19 Nov 1968 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| VNSM | 21 Nov 1968 | 26 Nov 1968 |
| | 21 Dec 1968 | 24 Dec 1968 |
| | 26 Dec 1968 | 28 Dec 1968 |
| | 30 Dec 1968 | |
| | 01 Jan 1969 | 03 Jan 1969 |
| | 07 Jan 1969 | 14 Jan 1969 |
| | 31 Jan 1969 | 08 Feb 1969 |
| | 01 Aug 1969 | 01 Sep 1969 |
| | 30 Mar 1972 | 15 Jul 1972 |
| | 04 Jul 1965 | 18 Jul 1965 |
| | 09 Aug 1965 | 11 Sep 1965 |
| | 30 Sep 1965 | 19 Oct 1965 |
| | 28 Oct 1965 | 27 Nov 1965 |
| | 29 Jun 1966 | 29 Jul 1966 |
| | 06 Aug 1966 | 08 Sep 1966 |
| | 23 Sep 1966 | 26 Oct 1966 |
| | 13 Jul 1967 | 08 Aug 1967 |
| | 17 Aug 1967 | 30 Sep 1967 |
| | 04 Oct 1967 | 03 Nov 1967 |
| | 19 Nov 1967 | 17 Dec 1967 |
| | 30 Dec 1967 | 13 Jan 1968 |
| | 21 Aug 1968 | 04 Sep 1968 |
| | 13 Sep 1968 | 15 Oct 1968 |
| | 23 Oct 1968 | 28 Nov 1968 |
| | 20 Dec 1968 | 15 Jan 1969 |
| | 29 Jan 1969 | 10 Feb 1969 |
| | 31 Aug 1969 | 24 Sep 1969 |
| | 03 Oct 1969 | 27 Oct 1969 |
| | 24 Nov 1969 | 17 Dec 1969 |
| | 18 Jan 1970 | 11 Feb 1970 |
| | 09 Mar 1970 | 26 Mar 1970 |
| | 19 Nov 1970 | 08 Dec 1970 |
| | 29 Dec 1970 | 15 Jan 1971 |
| | 23 Jan 1971 | 20 Feb 1971 |
| | 09 Mar 1971 | 10 Apr 1971 |
| | 17 Apr 1971 | 04 May 1971 |
| | 07 Feb 1972 | 09 Mar 1972 |
| | 25 Mar 1972 | 02 May 1972 |
| | 11 May 1972 | 01 Jun 1972 |
| | 12 Jun 1972 | 14 Jul 1972 |
| | 24 Jul 1972 | 17 Aug 1972 |
| | 27 Aug 1972 | 14 Sep 1972 |

VA-165

Lineage

Established as Attack Squadron ONE HUNDRED SIXTY FIVE (VA-165) on 1 September 1960.

The first squadron to be assigned the VA-165 designation.



The squadron's first insignia.

Similar device at one end; red electron rings circled the tailhook and the boomerang or wedge shaped device was green, outlined in black.

Sometime in the early 1960s, following the squadrons transfer to the west coast, a new insignia was adopted. There is no record of an approval date for this insignia. Colors for the insignia are: a silver background with green scrolls and outlined in black; gold lettering and compass star with black markings on the star; green boomerang outlined in black; and a white knight chessman with black markings.



The squadron's second insignia had a more stylized design adopted sometime in the early 1960s.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 24 May 1961. Colors for this insignia were: a silver background with a white scroll outlined in black, lettering on the scroll was green; brown map outlined in black; black and white tailhook with a red triangular device at one end; red electron rings circled the tailhook and the boomerang or wedge shaped device was green, outlined in black.

Nickname: Boomers, mid 1960s to present.

Chronology of Significant Events

Nov 1963: *Oriskany* (CVA 34), with VA-165 embarked, operated in the South China Sea during a crisis in South Vietnam and the coup that overthrew President Diem.

Feb 1965: The squadron began participation in combat operations over Laos.

4 Apr 1966: VA-165 deployed to Vietnam as a component of CVW-10 embarked in *Intrepid* (CVS 11). This was the first all attack air wing and the first to

deploy. Two squadrons flew the A-1 Skyraider and the other two squadrons flew the A-4 Skyhawk.

26 Jan 1968: The *Ranger* (CVA 62), with VA-165 embarked, while operating on Yankee Station, was ordered to the Sea of Japan following the capture of *Pueblo* (AGER 2) on 23 January by the North Koreans. *Ranger* and VA-165 operated in the area until relieved on 5 March 1968.

Apr 1969: Following the shoot down of a Navy EC-121 aircraft by the North Koreans on 15 April, *Ranger* (CVA 61), with VA-165 embarked, left Yankee Station and proceeded to the Sea of Japan for operations off the coast of Korea.

26 May 1970: The squadron's commanding officer, Commander F. M. Backman, flew the newest update version of the A-6 Intruder, the A-6C, into combat for the first time.

Apr 1972: The squadron participated in Operation Freedom Train, tactical air sorties against military and logistic targets in the southern part of North Vietnam. It also provided support for forces in South Vietnam following a massive invasion by North Vietnam on 1 April 1972.

May 1972: The squadron participated in the early phase of Operation Linebacker I, heavy air strikes against targets in North Vietnam above 20 degrees north latitude.

Nov 1974: VA-165, part of the CVW-9 team embarked on *Constellation* (CV 64), operated in the Persian Gulf. This was the first time in 26 years that an American carrier had entered and operated in the Persian Gulf.

Mar 1979: *Constellation* (CV 64), with VA-165 embarked, was ordered to make a high speed transit to the Indian Ocean from the Philippines in response to the conflict between North and South Yemen.

Oct 1981: The squadron was the first operational A-6 unit to deploy with a Harpoon missile capability.

Jul-Aug 1983: *Ranger*, with VA-165 embarked, was ordered to operate off the coast of Nicaragua in response to an unstable situation in Central America and the possible invasion of Honduras by Nicaragua.

Oct 1983-Jan 1984: *Ranger*, with VA-165 embarked, was extended on station in the Arabian Sea due to the Iranian threat to block oil exports from the Persian Gulf.

Sep 1988: *Nimitz* (CVN 68), with VA-165 embarked, operated in the Sea of Japan in support of the Summer Olympic Games in Seoul, Republic of Korea.

Nov 1988: Squadron aircraft participated in Earnest Will Operations, the escorting of reflagged Kuwaiti tankers through the Persian Gulf.



A squadron AD-5 Skyraider at NAS Glenview, Illinois (Courtesy Fred Dickey Collection).

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|--------------------|------------------------|
| NAS Jacksonville | 01 Sep 1960 |
| NAS Moffett Field | 07 Sep 1961 |
| NAS Alameda | 10 Mar 1964 |
| NAS Whidbey Island | 01 Jan 1967 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|-----------------------------|-----------------------------|
| CDR Carl H. Yeagle | 01 Sep 1960 |
| CDR John E. Ford | 25 Aug 1961 |
| CDR R. Houck | 1962 |
| CDR L. L. Andrews, Jr. | 02 Sep 1963 |
| CDR R. E. Chamblerlain, Jr. | 10 Apr 1964 |
| CDR A. K. Knoizen | 1965 |
| CDR Harry D. Parode | 1966 |
| CDR William S. Jett III | 22 Dec 1966 |
| CDR Leland S. Kollmorgen | 11 Jun 1968 |
| CDR Fred M. Backman | 27 Jun 1969 |
| CDR Richard A. Zick | 09 Jun 1970 |
| CDR Thomas W. Conboy | 17 Jun 1971 |
| CDR James M. Seely | 13 Jul 1972 |
| CDR George C. Crater | 21 Jun 1973 |
| CDR Gary C. Caron | 14 Jun 1974 |
| CDR Samuel A. Belcher III | 29 Aug 1975 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|-----------------------------|-----------------------------|
| CDR Robert M. Proshek | 05 Nov 1976 |
| CDR H. G. Sprouse | Feb 1978 |
| CDR Ian K. Graham | 22 Apr 1979 |
| CDR Michael C. Scully | 25 Jul 1980 |
| CDR Paul S. Bloch | 02 Oct 1981 |
| CDR Gary C. Wasson | 14 Jan 1983 |
| CDR Robert T. Knowles | 15 Jun 1984 |
| CDR John C. Scrapper | 31 Jan 1986 |
| CDR Donald C. Brown | 01 Aug 1987 |
| CDR William H. Shurtleff IV | 10 Dec 1988 |
| CDR John W. Indorf, Jr. | 23 May 1990 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| AD-6/A-1H* | 04 Oct 1960 |
| A-1J | Jun 1963 |
| A-6A | May 1967 |
| A-6B | Nov 1969 |
| A-6C | 27 Feb 1970 |
| KA-6D | 28 Mar 1971 |
| A-6E | 20 Jan 1975 |

* The AD-6 designation was changed to A-1H in 1962.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|--------------------------|
| 07 Jun 1962 | 17 Dec 1962 | CVG-16 | CVA 34 | AD-6 | WestPac |
| 01 Aug 1963 | 10 Mar 1964 | CVW-16 | CVA 34 | A-1H/J | WestPac |

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|-------------------------------|
| 07 Dec 1964 | 01 Nov 1965 | CVW-15 | CVA 43 | A-1H/J | WestPac/Vietnam |
| 04 Apr 1966 | 21 Nov 1966 | CVW-10 | CVS 11 | A-1H | WestPac/Vietnam |
| 04 Nov 1967 | 25 May 1968 | CVW-2 | CVA 61 | A-6A | WestPac/Vietnam |
| 26 Oct 1968 | 17 May 1969 | CVW-2 | CVA 61 | A-6A | WestPac/Vietnam |
| 10 Apr 1970 | 21 Dec 1970 | CVW-9 | CVA 66 | A-6A/B/C | WestPac/Vietnam |
| 01 Oct 1971 | 30 Jun 1972 | CVW-9 | CVA 64 | A-6A & KA-6D | WestPac/Vietnam |
| 05 Jan 1973 | 11 Oct 1973 | CVW-9 | CVA 64 | A-6A & KA-6D | WestPac/Vietnam |
| 21 Jun 1974 | 22 Dec 1974 | CVW-9 | CVA 64 | A-6A & KA-6D | WestPac/IO |
| 12 Apr 1977 | 21 Nov 1977 | CVW-9 | CV 64 | A-6E & KA-6D | WestPac |
| 26 Sep 1978 | 17 May 1979 | CVW-9 | CV 64 | A-6E & KA-6D | WestPac/IO |
| 26 Feb 1980 | 15 Oct 1980 | CVW-9 | CV 64 | A-6E & KA-6D | WestPac/IO |
| 20 Oct 1981 | 23 May 1982 | CVW-9 | CV 64 | A-6E & KA-6D | WestPac/IO |
| 15 Jul 1983 | 29 Feb 1984 | CVW-9 | CV 61 | A-6E & KA-6D | CentralAmerica/ WestPac/IO |
| 24 Jul 1985 | 21 Dec 1985 | CVW-9 | CV 63 | A-6E & KA-6D | WestPac/IO |
| 03 Jan 1987 | 29 Jun 1987 | CVW-9 | CV 63 | A-6E & KA-6D | World Cruise |
| 02 Sep 1988 | 27 Feb 1989 | CVW-9 | CVN 68 | A-6E & KA-6D | WestPac/IO |
| 15 Jun 1989 | 09 Jul 1989 | CVW-9 | CVN 68 | A-6E & KA-6D | NorPac |
| 12 Feb 1990 | 07 Apr 1990 | CVW-9* | CV 64 | A-6E & KA-6D | * |

* VA-165 was part of a composite CVW-9 that was embarked in *Constellation* (CV 64) for her home port change and transit from the east coast to the west coast via Cape Horn.



A squadron KA-6D Intruder refuels an F-14 Tomcat from VF-211.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|----------------------------|------------------|------------------------|
| CVG-16/CVW-16* | AH | 01 Sep 1960 |
| CVW-15 | NL | 22 Jun 1964 |
| CVW-10 | AK | 14 Mar 1966 |
| COMFAIRALAMEDA/ CVW-15† | | Nov 1966 |
| COMFAIRWHIDBEY | | 01 Jan 1967 |
| CVW-2 | NE | 16 Jun 1967 |
| CVW-9 | NG | 02 Jul 1969 |

* CVG-16 was redesignated CVW-16 when Carrier Air Groups (CVG) were redesignated Carrier Air Wings (CVW) on 20 December 1963.

† When VA-165 returned from its deployment to WestPac on 21 November 1966 it was assigned to CVW-15. However, CVW-15 was still on a WestPac cruise and did not return until 3 December 1966.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NAVE | 01 Jul 1968 | 31 Dec 1969 |
| | 01 Jan 1970 | 30 Jun 1971 |
| | 01 Jul 1974 | 31 Dec 1975 |
| | 01 Jan 1976 | 30 Jun 1977 |
| | 01 Jan 1985 | 30 Jun 1986 |
| MUC | 01 Jul 1986 | 31 Dec 1987 |
| | 03 Dec 1967 | 09 May 1968 |
| | 26 May 1970 | 08 Nov 1970 |
| | 12 Mar 1979 | 19 Apr 1979 |
| | 15 Jun 1984 | 27 Feb 1986 |
| AFEM | Jan 1987 | May 1987 |
| | 05 Sep 1963 | 13 Sep 1963 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 03 Nov 1963 | 08 Nov 1963 |
| | 02 Feb 1965 | 05 Mar 1965 |
| | 16 Mar 1965 | 11 Apr 1965 |
| | 02 May 1965 | 28 May 1965 |
| | 23 Jun 1965 | 03 Jul 1965 |
| | 23 Jan 1968 | 22 Mar 1968 |
| | 20 Mar 1969 | 22 Mar 1969 |
| | 20 Apr 1969 | 27 Apr 1969 |
| | 24 Sep 1970 | 26 Sep 1970 |
| | 02 Nov 1988 | 05 Dec 1988 |
| NEM | 12 Mar 1979 | 19 Apr 1979 |
| | 26 Apr 1980 | 04 Aug 1980 |
| | 12 Aug 1980 | 19 Aug 1980 |
| NUC | 07 Feb 1965 | 18 Oct 1965 |
| | 29 Nov 1968 | 10 May 1969 |
| PUC | 22 Oct 1971 | 13 Jun 1972 |
| RVNGC | 12 Oct 1965 | |
| | 30 Mar 1972 | 01 Jun 1972 |
| VNSM | 04 Jul 1965 | 24 Jul 1965 |
| | 11 Aug 1965 | 11 Sep 1965 |
| | 21 Sep 1965 | 15 Oct 1965 |
| | 15 May 1966 | 15 Jun 1966 |
| | 08 Jul 1966 | 10 Aug 1966 |
| | 01 Sep 1966 | 23 Sep 1966 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 02 Oct 1966 | 18 Oct 1966 |
| | 03 Dec 1967 | 29 Dec 1967 |
| | 06 Jan 1968 | 28 Jan 1968 |
| | 18 Mar 1968 | 12 Apr 1968 |
| | 21 Apr 1968 | 09 May 1968 |
| | 07 Jan 1969 | 30 Jan 1969 |
| | 15 Feb 1969 | 16 Mar 1969 |
| | 04 Apr 1969 | 17 Apr 1969 |
| | 17 May 1970 | |
| | 19 May 1970 | |
| | 24 May 1970 | 16 Jun 1970 |
| | 28 Jun 1970 | 13 Jul 1970 |
| | 20 Jul 1970 | 04 Aug 1970 |
| | 24 Aug 1970 | 18 Sep 1970 |
| | 13 Oct 1970 | 08 Nov 1970 |
| | 02 Nov 1971 | 22 Nov 1971 |
| | 29 Nov 1971 | 31 Dec 1971 |
| | 09 Jan 1972 | 03 Feb 1972 |
| | 09 Feb 1972 | 02 Mar 1972 |
| | 13 Mar 1972 | 23 Mar 1972 |
| | 07 Apr 1972 | 18 May 1972 |
| | 24 May 1972 | 25 May 1972 |
| | 31 May 1972 | 13 Jun 1972 |



A squadron A-6E Intruder in flight, 1978.

VA-172

Lineage

Established as Bomber Fighter Squadron EIGHTY TWO (VBF-82) on 20 August 1945.

Redesignated Fighter Squadron EIGHTEEN A (VF-18A) on 15 November 1946.

Redesignated Fighter Squadron ONE HUNDRED SEVENTY TWO (VF-172) on 11 August 1948.

Redesignated Attack Squadron ONE HUNDRED SEVENTY TWO (VA-172) on 1 November 1955.

Disestablished on 15 January 1971. The first squadron to be assigned the VA-172 designation.



The design using the chess pieces was the squadron's first insignia.

The chess piece insignia was used by the squadron until 19 October 1950 when CNO approved a new insignia. Colors for the



The squadron adopted the blue bolts design as its second insignia.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 12 June 1946. Colors for insignia were: a gold background outlined in grey with blue triangles; the knight and queen chess pieces were red with white highlights and the pawn and king were grey with white highlights.

Colors for the new insignia were: a blue border outlined a red and white shield; gold naval aviator wings with black markings; blue lightning bolt; and the lettering Blue Bolts was black.

Nickname: Check-mates, 1946–1950.

Blue Blots, 1950–1971.

Chronology of Significant Events

28 Jan 1949: Squadron aircraft, while secured to the flight deck and engines running, were used to assist in berthing *Midway* (CVB 41) in Augusta, Sicily. This procedure is known as operation Pinwheel.

23 Aug 1951: The squadron participated in its first combat sortie. This also marked the first use of the F2H-2 in combat.

25 Aug 1951: The squadron's F2H-2 aircraft, along

with F9Fs from VF-51, provided escort for 30 U.S. Air Force B-29 bombers raiding the marshalling yards at Rashin, North Korea.

Nov-Dec 1956: *Franklin D. Roosevelt* (CVA 42), with VA-172 embarked, was ordered to deploy and operate off the coast of Spain as a result of the Suez Canal crisis.

Sep-Oct 1957: A detachment of squadron's F2H-2 aircraft were embarked in *Tarawa* (CVS 40) to provide fighter support for the ASW carrier during a NATO exercise in the North Atlantic.

Nov 1961: VA-172, embarked in *Roosevelt*, operated off the coast of the Dominican Republic to support the newly established democratic government.

May 1963: *Roosevelt*, with VA-172 embarked, deployed to the Caribbean and operated off the coast of Haiti in response to a rebel attempt to overthrow the Haitian government.

Jul-Sep 1963: A detachment from the squadron was deployed aboard *Randolph* (CVS 15) to provide fighter coverage for the ASW Task Group during operations in the Caribbean Sea.

8-29 Aug 1964: *Roosevelt*, with VA-172 embarked, was ordered to operate in the vicinity of Cyprus after fighting escalated between Turkish and Greek forces on the island.

Aug 1966: The squadron commenced combat operations in Vietnam. These were its first combat sorties since the Korean War in 1952.

2 Dec 1966: The squadron's commanding officer, Commander Bruce A. Nystrom, was lost in a night reconnaissance mission over the Red River delta area in North Vietnam.



A squadron F4U-4 Corsair traps aboard Coral Sea (CVB 43), 1948 (Courtesy Robert Lawson Collection).

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-------------------|------------------------|
| NAS Alameda | 20 Aug 1945 |
| NAS Quonset Point | 15 Jan 1946 |
| NAAS Cecil Field | 04 Mar 1949 |
| NAS Jacksonville | 24 Mar 1950 |
| NAS Cecil Field | 22 Feb 1958 |

Commanding Officers

| <i>Date Assumed Command</i> |
|-----------------------------|
| CDR William S. Stewart |
| 19 Dec 1961 |
| CDR M. Blaylock |
| 19 Dec 1962 |
| CDR E. D. Herbert |
| 09 Dec 1963 |
| CDR K. A. Burrows |
| 08 Dec 1964 |
| CDR Bruce A. Nystrom |
| 23 Dec 1965 |
| CDR Robert D. Harris, Jr. |
| 03 Dec 1966 |
| CDR Thomas A. Francis |
| 24 Nov 1967 |
| CDR John D. Yamnicky |
| 27 Nov 1968 |
| CDR Conrad B. Olson |
| 31 Oct 1969 |

Commanding Officers

| <i>Date Assumed Command</i> |
|--------------------------------|
| LT Benjamin T. Pugh (acting) |
| 20 Aug 1945 |
| LCDR Jacob W. Onstott |
| 10 Sep 1945 |
| LCDR Pierre N. Charbonnet, Jr. |
| 28 May 1946 |
| LCDR V. P. de Poix |
| 12 Feb 1948 |
| LCDR C. A. Blouin |
| 19 Apr 1950 |
| LCDR Marvin E. Barnett |
| 15 Mar 1951 |
| LCDR James B. Cain |
| 17 Jun 1952 |
| LT R. P. McCloskey (acting) |
| 04 Aug 1954 |
| CDR Glenn G. Estes, Jr. |
| 26 Aug 1954 |
| CDR Robert M. McConnell, Jr. |
| 31 Oct 1955 |
| LCDR F. A. Fox (acting) |
| 25 Apr 1957 |
| CDR Robert J. Robison |
| 10 Jun 1957 |
| LCDR H. O. Cutler |
| 25 Jul 1958 |
| CDR Arthur Barker, Jr. |
| 21 Sep 1959 |
| CDR John D. Kidd |
| 19 Dec 1960 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| F6F | Aug 1945 |
| F4U | 06 Sep 1945 |
| F8F | 1946 |
| FH-1 | Mar 1949 |
| F2H-1 | May 1949 |
| F2H-2 | 21 Jun 1950 |
| F2H-4 | 13 Jan 1956 |
| F2H-2B | Sep 1956 |
| A4D-1 | 16 Dec 1957 |
| A4D-2 | May 1958 |
| A4D-2N/A-4C* | 06 Sep 1961 |

* The A4D-2N designation was changed to A-4C in 1962.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|-------------------------------|
| 22 Oct 1946 | 21 Dec 1946 | CVG-82* | CV 15 | F4U-4 | Med |
| 02 Feb 1947 | 19 Mar 1947 | CVAG-17 | CV 15 | F4U-4 | EasternLant/Carib |
| 07 Jun 1948 | 06 Aug 1948 | CVG-17 | CVB 43 | F4U-4 | Med/Carib |
| 04 Jan 1949 | 05 Mar 1949 | CVG-17 | CVB 41 | F4U-4 | Med |
| 09 Sep 1950 | 01 Feb 1951 | CVG-17 | CVB 43 | F2H-2 | Med |
| 21 Jul 1951 | 25 Mar 1952 | CVG-5 | CV 9† | F2H-2 | WestPac/Korea |
| 26 Aug 1952 | 19 Dec 1952 | CVG-17 | CVA 42 | F2H-2 | NorLant/Med |
| 16 Sep 1953 | 01 May 1954 | CVG-17 | CVA 18 | F2H-2 | World Cruise |
| 05 Apr 1955 | 29 Sep 1955 | CVG-17 | CVA 43 | F2H-2 | Med |
| 13 Feb 1959 | 01 Sep 1959 | CVG-1 | CVA 42 | A4D-2 | Med |
| 28 Jan 1960 | 24 Aug 1960 | CVG-1 | CVA 42 | A4D-2 | Med |
| 15 Feb 1961 | 28 Aug 1961 | CVG-1 | CVA 42 | A4D-2 | Med |
| 19 Nov 1961 | 30 Nov 1961 | CVG-1 | CVA 42 | A4D-2N | Carib |
| 14 Sep 1962 | 22 Apr 1963 | CVG-1 | CVA 42 | A-4C | Med |
| 28 Apr 1964 | 22 Dec 1964 | CVW-1 | CVA 42‡ | A-4C | Med |
| 28 Jun 1965 | 17 Dec 1965 | CVW-1 | CVA 42 | A-4C | Med |
| 21 Jun 1966 | 21 Feb 1967 | CVW-1 | CVA 42 | A-4C | SoLant/IO/West Pac/Vietnam |
| 24 Aug 1967 | 19 May 1968 | CVW-1 | CVA 42 | A-4C | Med |

Major Overseas Deployments—Continued

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|-------------------------------|
| 07 Jan 1969 | 29 Jul 1969 | CVW-8 | CVA 38 | A-4C | Med |
| 05 Mar 1970 | 17 Dec 1970 | CVW-8 | CVS 38 | A-4C | SoLant/IO/West Pac/Vietnam |

* CVG-82 was redesignated CVAG-17 during the deployment.

† The squadron departed NAS San Diego on 16 July 1951 embarked in *Antietam* (CV 36) and arrived in Hawaii on 20 July. On 21 July it embarked in *Essex* (CV 9) and departed for a combat cruise to Korea on 9 August.

‡ In October 1964 *Franklin D. Roosevelt* (CVA 42) returned to the States for an emergency dry docking to repair a propeller. The squadron was based ashore at NAS Cecil Field during that time frame. Following the repair, the carrier and squadron returned to the Mediterranean.



A squadron F2H-2 Banshee in flight during its combat deployment to Korea aboard Essex (CV 9), 1951.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|----------------------------|------------------|------------------------|
| CVG-82/CVAG-17/ CVG-17* | R† | 20 Aug 1945 |
| CVG-5 | S | 21 Jul 1951 |
| CVG-17 | R | 25 Mar 1952 |
| COMFAIRJACKSONVILLE | | 1957‡ |
| CVG-1/CVW-1§ | AB | 15 Mar 1958 |
| CVW-8 | AJ | 25 Aug 1968 |

* CVG-82 was redesignated CVAG-17 on 15 November 1946. CVAG-17 was redesignated CVG-17 on 1 September 1948.

† The tail code R was assigned to CVAG-17 on 12 December 1946.

‡ The squadron was transferred from CVG-17 and operational control was assigned to COMFAIRJACKSONVILLE some time in early 1957.

§ CVG-1 was redesignated CVW-1 when Carrier Air Groups (CVG) were redesignated Carrier Air Wings (CVW) on 20 December 1963.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NUC | 21 Aug 1951 | 05 Mar 1952 |
| KSM | 13 Aug 1951 | 05 Mar 1952 |
| NEM | 20 Nov 1961 | 29 Nov 1961 |
| MUC | 11 Apr 1970 | 06 Nov 1970 |
| RVNGC | 21 Oct 1966 | |
| VNSM | 30 Jul 1966 | |
| | 09 Aug 1966 | 12 Sep 1966 |
| | 01 Oct 1966 | 03 Oct 1966 |
| | 19 Oct 1966 | 14 Nov 1966 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 24 Nov 1966 | 28 Dec 1966 |
| | 20 Jan 1967 | 21 Jan 1967 |
| | 10 Apr 1970 | 02 May 1970 |
| | 12 May 1970 | 29 May 1970 |
| | 13 Jun 1970 | 04 Jul 1970 |
| | 28 Jul 1970 | 19 Aug 1970 |
| | 30 Aug 1970 | 30 Sep 1970 |
| | 20 Oct 1970 | 07 Nov 1970 |



A flight of squadron A-4C Skyhawks with tail hooks down preparing for a landing on Shangri-La (CVS 38) during her deployment in 1970.

VA-174

Lineage

Established as Bombing Squadron EIGHTY TWO (VB-82) on 1 April 1944.

Redesignated Attack Squadron SEVENTEEN A (VA-17A) on 15 November 1946.

Redesignated Attack Squadron ONE HUNDRED SEVENTY FOUR (VA-174) on 11 August 1948.

Disestablished on 25 January 1950. The first squadron to be assigned the VA-174 designation.

Squadron Insignia and Nickname



The squadron's battering ram insignia.

The squadron's insignia was approved by CNO on 21 January 1946. Colors for the insignia were: a dark blue background with a yellow border; the star had alternating shades of yellow and light mustard; the goat and bomb were shaded light gray to dark gray.

Nickname: Battering Rams, 1946–1950.

Chronology of Significant Events

15 Dec 1944: The squadron embarked in *Bennington* (CV 20), along with other units of CVG-82, and departed for Pearl Harbor, arriving there on 7 January 1945, following a stop over at NAS San Diego.

16 Feb 1945: VB-82 participated in the first carrier-based air strikes on Tokyo, flying sorties against installations at Mitsune and Mikatagahara Airfields on Hachijo Jima, Nanpo Shoto.

20–22 Feb 1945: Squadron aircraft provided air support for the landings on Iwo Jima.

19 Mar 1945: Japanese naval vessels in the Inland Sea were attacked by VB-82 aircraft and other aircraft assigned to Task Group 58.1.

7 Apr 1945: Squadron aircraft participated in Task Force 58's attacks on the Japanese super battleship *Yamato* and her escorts in the East China Sea. The

attacks resulted in the sinking of the *Yamato*, one cruiser and four destroyers.

Mar–May 1945: The squadron participated in preinvasion strikes on Okinawa and provided air support during the invasion of the island.

17 Jun–9 Jul 1945: The squadron was embarked in *White Plains* (CVE 66) for transit back to the States.

Home Port Assignments

| Location | Assignment Date |
|-------------------------|-----------------|
| NAS Wildwood | 01 Apr 1944* |
| NAAS Oceana | 15 Jun 1944* |
| NAS Norfolk, East Field | 17 Sep 1944* |
| NAS Quonset Point | 13 Nov 1944* |
| NAS Kahului | 08 Jan 1945* |
| NAS Alameda | 09 Jul 1945 |
| NAS Quonset Point | 01 Feb 1946 |
| NAAS Cecil Field | 01 Feb 1949 |

* Temporary shore assignment while the squadron conducted training in preparation for combat deployment.

Commanding Officers

| | Date Assumed Command |
|---------------------------------|----------------------|
| LCDR Samuel R. Brown, Jr. | 01 Apr 1944 |
| LCDR Hugh Wood, Jr. (acting) | 31 Dec 1944 |
| LCDR Hugh Wood, Jr. | 11 Jan 1945 |
| LT J. A. Derby (acting) | 11 Jul 1945 |
| LT Harry R. McRae, Jr. (acting) | 04 Sep 1945 |
| LCDR Hugh Wood, Jr. | 13 Oct 1945 |
| LCDR Robert E. Farkas | 02 Apr 1948 |
| LCDR William R. Pittman | 10 Jun 1949 |
| LCDR Harold E. Vita | 14 Dec 1949 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| SB2C-1C | 01 Apr 1944 |
| SB2C-3 | 22 May 1944 |
| SB2C-4E | 17 Nov 1944 |
| SBW-4E | Feb 1946 |
| SB2C-5 | 01 Jul 1946 |
| SBW-5 | Jul 1946 |
| AM-1 | 01 Mar 1948 |
| AD-3 | Apr 1949 |

Major Overseas Deployments

| Date of Departure | Date of Return | Air Wing | Carrier | Type of Aircraft | Area of Operation |
|-------------------|----------------|----------|---------|------------------|-------------------|
| 29 Jan 1945 | 17 Jun 1945 | CVG-82 | CV 20 | SB2C-4E | Pacific |
| 22 Oct 1946 | 21 Dec 1946 | CVG-82* | CV 15 | SB2C-5 | Med |

* CVG-82 was redesignated CVAG-17 during the deployment.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|----------------------------|------------------|------------------------|
| CVG-82/CVAG-17/ CVG-17* | R† | 01 Apr 1944 |

* CVG-82 was redesignated CVAG-17 on 15 November 1946. CVAG-17 was redesignated CVG-17 on 1 September 1948.

† The tail code R was assigned to CVAG-17 on 12 December 1946.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NAVE | 01 Jul 1947 | 30 Jun 1948 |
| Campaign Medal | | |
| (Asiatic Pacific) | 15 Feb 1945 | 04 Mar 1945 |
| | 17 Mar 1945 | 11 Jun 1945 |



A squadron SB2C-4E Helldiver launches from Bennington (CV 20), 1945 (Courtesy Robert Lawson Collection).

SECOND VA-174

Lineage

Established as Bombing Squadron EIGHTY ONE (VB-81) on 1 March 1944.

Redesignated Attack Squadron THIRTEEN A (VA-13A) on 15 November 1946.

Redesignated Attack Squadron ONE HUNDRED THIRTY FOUR (VA-134) on 2 August 1948.

Redesignated Fighter Squadron ONE HUNDRED SEVENTY FOUR (VF-174) on 15 February 1950.

Redesignated Attack Squadron ONE HUNDRED SEVENTY FOUR (VA-174) on 1 July 1966.

Disestablished on 30 June 1988. The second squadron to be assigned the VA-174 designation.



This Walt Disney design was the squadron's first insignia.

The squadron's Walt Disney designed insignia was approved by CNO on 23 May 1944. Colors for the bat insignia were: a lemon yellow background; the underside of the bat's wings were reddish brown and the upper side orange; the bat's face, neck, feet and lower part of the razor were orange; the upper part of the razor was light blue with white markings; the bat's eye was white, pupil black and horns white outlined in black; white machine gun with black markings and red flame from the gun; black bombs with white markings and the lettering "Hell Razors" was red. The red color was not authorized for use during World War II. The insignia re-mained in use throughout out the squadron's numerous redesignations.

Nickname: Hell Razors, 1944–1988.

Squadron Insignia and Nickname



The squadron added the scroll at the bottom of the original insignia following its redesignation to VA-174.

Chronology of Significant Events

23–31 Aug 1944: The squadron, along with other units of CVG-81, embarked in *Hancock* (CV 19) for transportation to Hawaii.

28 Oct–7 Nov 1944: Embarked in *Copabee* (CVE 12)

for transportation to Guam.

14 Nov 1944: CVG-81 aircraft engaged in their first combat sorties, flying missions against Luzon from *Wasp* (CV 18).

27 Dec 1944: The squadron was detached from CVG-81, embarked in *Wasp* (CV 18), and flew to Guam. This was done to accommodate an increase in the fighter strength aboard the carrier.

Mar 1945: VB-81 rejoined CVG-81 aboard *Copabee* for the transit back to the States.

Aug 1948–Apr 1949: Even though the squadron's designation was attack (VA) its mission during this period, with the assigned F4U-4 Corsairs, was high altitude intercept.

Oct 1948–Feb 1949: VA-134, assigned to CVG-1, embarked in *Tarawa* (CV 40), was part of an all-fighter aircraft air group deployed on a world cruise.

Jan 1949: The squadron operated in the Persian Gulf while embarked in *Tarawa*.

Feb 1955: While deployed aboard *Midway* (CVA 43), the squadron supported the evacuation of Chinese Nationalist civilians and military personnel from the Tachen Islands which were being bombarded by the People's Republic of China.

28 Apr 1958: The squadron's mission was changed to the training of pilots and enlisted men for F8U Crusader fleet squadrons on the east coast.

10–17 May 1958: Four squadron Crusaders participated in Operation Pipeline, the transAtlantic flight of carrier jet aircraft for the resupply of deployed squadrons in the Sixth Fleet.

14 Oct 1966: VA-174 was the first Navy squadron to receive the A-7A Corsair II aircraft.

Jan 1967: VA-86 was the first squadron to undergo training with VA-174 in the A-7A.

9 Dec 1976: Lieutenant Junior Grade Rosemary Conatser, while undergoing pilot training with VA-174, became the first woman to fly the A-7 Corsair II.



A squadron SB2C-3 Helldiver coming in for a landing, 1945 (Courtesy Robert Lawson Collection).

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-------------------|------------------------|
| NAS Wildwood | 01 Mar 1944* |
| NAAF Otis Field | 08 May 1944* |
| NAS San Diego | 10 Aug 1944* |
| NAS Puunene | 01 Sep 1944* |
| NAS Guam | 27 Dec 1944 |
| NAS San Diego | 31 Mar 1945 |
| NAS Pasco | 13 May 1945 |
| NAS Wildwood | 05 Aug 1945 |
| NAS Quonset Point | 19 Sep 1945 |
| NAS San Diego | Jul 1946 |
| NAS Sand Point | 28 Jun 1947 |
| NAS San Diego | 02 Sep 1947 |
| NAS Jacksonville | 11 Apr 1949 |
| NAS Cecil Field | Apr 1954 |

* Temporary shore assignment while the squadron conducted training in preparation for combat deployment.

Commanding Officers

| <i>Date Assumed Command</i> | |
|-----------------------------|-------------------------|
| 16 May 1975 | CDR Jerry L. Terrell |
| 01 Jul 1976 | CDR John S. McCain III |
| 28 Jul 1977 | CDR John F. Calhoun |
| 26 Oct 1978 | CDR John D. Rasmussen |
| 17 Jan 1980 | CDR Robert J. Naughton |
| 12 Mar 1981 | CDR Robert S. Smith |
| Jul 1982 | CAPT D. B. Hunt |
| 31 Aug 1983 | CAPT Robert L. Kiem |
| 06 Sep 1984 | CDR Michael B. Nordeen |
| 06 Sep 1985 | CDR Charles A. Cook |
| 29 Apr 1986 | CDR E. Evan Shipe III |
| 16 Apr 1987 | CDR Dean M. Hendrickson |

* Commander H. P. Lanham was detached as Commanding Officer of VB-81 and assigned as Commanding Officer of VF-81. There is no record of who assumed the position as acting commanding officer of VB-81 while it was shore based at Guam.

Commanding Officers

| <i>Date Assumed Command</i> | |
|-----------------------------|-------------------------------|
| 01 Mar 1944 | LCDR Harvey P. Lanham |
| Feb 1945* | |
| 13 May 1945 | LT Hugh Burns (acting) |
| 04 Jun 1945 | LT Hugh Burns |
| 09 Sep 1945 | LTJG W. D. Page (acting) |
| 21 Sep 1945 | LCDR William E. Rouse |
| 07 Nov 1946 | LT Loren E. Nelson (acting) |
| 13 Jan 1947 | LCDR Gene C. Anderson |
| 06 Jun 1948 | LT Martin G. O'Neill (acting) |
| 06 Jul 1948 | LCDR S. C. Walls |
| 20 Jun 1949 | CDR John C. Kelly |
| 25 May 1950 | LCDR Ralph E. Elliott, Jr. |
| 14 Aug 1951 | LCDR Paul B. Garrison |
| 20 Jun 1952 | LCDR John H. Iarrobino |
| Mar 1953 | CDR George H. Sult |
| Sep 1955 | CDR J. C. Schroeder |
| Aug 1957 | LCDR John F. Davis |
| 09 Jan 1959 | CDR W. S. Miller |
| 01 Jul 1960 | CDR R. T. Hoppe |
| 09 Jun 1961 | CDR Carl C. Dace |
| Feb 1962 | CDR Edward Iglesias |
| Jul 1963 | CDR Homer A. Winter |
| 28 Aug 1964 | CDR Wiley A. Scott |
| 11 Aug 1965 | CDR G. L. Gray, Jr. |
| 12 Aug 1966 | CDR Donald S. Ross |
| 16 Jun 1967 | CDR William F. Sallada |
| 09 Aug 1968 | CDR Edwin M. Crow |
| 03 Jul 1969 | CDR J. E. Russ |
| 04 Sep 1970 | CDR Roger C. Bos |
| 06 Aug 1971 | CDR John J. Lahr |
| 07 Jul 1972 | CDR Rolland K. Shea |
| 01 Jun 1973 | CDR Michael G. Basford |
| 27 Jun 1974 | CDR Donald B. Gilbert |



A squadron F4U-4 Corsair launching from the deck of Tarawa (CV 40) during her world cruise in 1948-1949.

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| SB2C-3 | Mar 1944 |
| SB2C-1C | Mar 1944 |
| SB2C-4E | May 1945 |
| SB2C-5 | Dec 1945 |
| SBW-5 | Jan 1946 |
| F4U-4 | 04 Mar 1948 |
| F4U-5 | Jun 1950 |
| F9F-6 | Jan 1953 |
| FJ-3 | Sep 1955 |
| F9F-8 | Mar 1956 |
| F8U-1/F-8A* | 30 Oct 1957 |
| TV-2 | 17 Sep 1958 |
| F9F-8T | 08 Jul 1959 |
| F8U-1P/RF-8A* | Oct 1959 |
| F8U-2/F-8C* | Oct 1959 |
| F8U-1E/F-8B* | Jul 1959 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| F8U-2N/F-8D* | Nov 1960 |
| F8U-2NE/F-8E* | Apr 1962 |
| A-7A | 14 Oct 1966 |
| A-7B | 09 Jul 1968 |
| A-7E | 18 Dec 1969 |
| T-39D | 1975 |
| TA-7C | 09 Jun 1978 |

* The F8U Crusader designations were changed in 1962 to F-8.



A flight of squadron F9F-8 Cougars during their deployment aboard Bennington (CVA 20) in 1956–1957.

Major Overseas Deployments

| Date of Departure | Date of Return | Air Wing | Carrier | Type of Aircraft | Area of Operation |
|-------------------|----------------|----------|---------|------------------|-------------------|
| 10 Nov 1944 | 27 Dec 1944 | CVG-81 | CV 18 | SB2C-3 | Pacific |
| 03 Jul 1946 | 15 Apr 1947 | CVG-81* | CV 37 | SB2C-5/SBW-5 | WestPac |
| 01 Oct 1948 | 21 Feb 1949 | CVG-1 | CV 40 | F4U-4 | World Cruise |
| 09 Sep 1950 | 01 Feb 1951 | CVG-17 | CVB 43 | F4U-5 | Med |
| 03 Sep 1952 | 18 Dec 1952 | CVG-17 | CVA 42 | F4U-4 | NorLant/Med |
| 27 Dec 1954 | 14 Jul 1955 | CVG-1 | CVA 41 | F9F-6 | World Cruise |
| 15 Oct 1956 | 22 May 1957 | ATG-181 | CVA 20 | F9F-8 | WestPac |

* During the deployment CVG-81 was redesignated CVAG-13.

Air Wing Assignments

| Air Wing | Tail Code | Assignment Date |
|----------------------------|-----------|-----------------|
| CVG-81/CVAG-13/ CVG-13* | P† | 01 Mar 1944 |
| CVG-1 | T | 22 Sep 1948 |
| CVG-13 | P | 25 Feb 1949 |
| COMFAIRJACKSONVILLE | | 30 Nov 1949 |
| CVG-17 | R | 14 Feb 1950 |
| CVG-1 | T | Apr 1954 |
| ATG-181 | I | Oct 1956 |
| COMFAIRJACKSONVILLE | | May 1957‡ |
| CVG-1 | AB | 01 Nov 1957 |
| RCVG-4/RCVW-4§ | AD | 16 Mar 1958 |
| COMLATWING-1 | AD** | 01 Jun 1970 |

* CVG-81 was redesignated CVAG-13 on 15 November 1946 and then redesignated CVG-13 on 1 September 1948.

† The tail code P was assigned to CVAG-13 on 12 December 1946.

‡ The squadron left ATG-181 upon its return from the WestPac deployment in May 1957. VF-174 probably remained under Commander Fleet Air Jacksonville until its assignment to CVG-1. However, no records are available to confirm this supposition.

§ RCVG-4 was redesignated RCVW-4 when Carrier Air Groups (CVG/RCVG) were redesignated Carrier Air Wings (CVW/RCVW) on 20 December 1963.

** RCVW-4 was disestablished on 1 June 1970. However, the squadrons that had been assigned to RCVW-4, such as VA-174, continued to use RCVW-4's AD tail code.

A squadron F-8E Crusader at MCAAS Yuma, 1963 (Courtesy William Swisher Collection).



Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| Campaign Medal | | |
| (Asiatic Pacific) | 12 Dec 1944 | 27 Dec 1944 |
| NUC | 14 Nov 1944 | 19 Nov 1944 |
| | 14 Dec 1944 | 16 Dec 1944 |
| | 01 Jul 1950 | 30 Jun 1951 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 01 Jul 1953 | 30 Jun 1954 |
| MUC | 10 Jun 1976 | 26 Apr 1977 |
| | 05 Feb 1979 | 03 Sep 1980 |
| | 01 Jan 1984 | 01 Apr 1985 |
| | 01 Apr 1985 | 31 Dec 1986 |



A squadron A-7 Corsair II loaded with weapons.

VA-175

Lineage

Established as Torpedo Squadron EIGHTY TWO (VT-82) on 1 April 1944.

Redesignated Attack Squadron EIGHTEEN A (VA-18A) on 15 November 1946.

Redesignated Attack Squadron ONE HUNDRED SEVENTY FIVE (VA-175) on 11 August 1948.

Disestablished on 15 March 1958. The first squadron to be assigned the VA-175 designation.

Squadron Insignia and Nickname



The first squadron insignia was the devil design.

The squadron's first insignia was approved by CNO on 4 December 1945. Colors for the devil insignia were: a hyacinth blue background; a white hypodermic needle with a black tip; the devil was red with yellow eyes and black pupils; yellow horns and teeth; and black wings with white ribs.

A new insignia was approved by CNO on 18 October 1951. Colors for the winged figure were: a black background with a yellow border; red winged figure with black markings, white skull with black markings and the wings were black with red markings; white cloud with black markings; yellow bomb with black markings and a green nose; green rocket with black markings, a red nose and yellow and red flames coming from the tail.

Nickname: Devil's Diplomats, time frame unknown.



During Korea the winged skull man was approved for use by the squadron.

Chronology of Significant Events

15 Dec 1944–7 Jan 1945: The squadron, embarked in *Bennington* (CV 20), was in transit from Norfolk to Hawaii, with a two day stop over at San Diego.

7 Jan 1945: The squadron's commanding officer, Lieutenant Commander W. F. Eadie, was killed in an automobile accident.

16 Feb 1945: The squadron participated in its first combat operations, flying sorties against the air strip at Hachijo Jima and against airfields in the Tokyo area. The squadron's commanding officer, Lieutenant Commander E. D. DeGarmo, was awarded the Silver Star for his actions during the missions against the Japanese airfields.

20–22 Feb 1945: The squadron provided close air support for operations on Iwo Jima.

19 Mar 1945: Squadron aircraft participated in strikes against the Japanese Fleet, which included the battleship *Yamato*, located near Kure and Hiroshima in the Inland Sea.

7 Apr 1945: Squadron aircraft were the first to attack a powerful Japanese Task Force that had sortied from the Inland Sea and were operating west of Kyushu. This force included the battleship *Yamato* and her escorts. The squadron achieved hits on two destroyers and one light cruiser, sinking one of the destroyers. Attacks from other task force aircraft resulted in the sinking of the *Yamato*, a cruiser and three other destroyers. Seven squadron pilots were awarded the Navy Cross for their actions during this engagement. They were: Lieutenant Commander Edward E. DeGarmo; Lieutenants Jesse W. Naul, Jr. and Norman A. Wiese; and Lieutenant (jg)s John F. Gilbreath, Jr., Wilfred O. McDowell, Donald B. Barber and Charles R. Walton.

Mar–May 1945: The squadron was involved in preinvasion strikes on Okinawa and provided support following the invasion of the island.

17 Jun 1945: VT-82 completed its tour of combat duty and embarked in *White Plains* (CVE 66) for its transit back to the States, arriving at NAS Alameda on 9 July.

Nov–Dec 1956: *Franklin D. Roosevelt* (CVA 42), with VA-175 embarked, was ordered to deploy and operate off the coast of Spain as a result of the Suez Canal crisis.



A squadron flak-damaged TBM-3 Avenger returning from a combat mission in February 1945.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-------------------|------------------------|
| NAS Quonset Point | 01 Apr 1944 |
| NAAF New Bedford | 13 Apr 1944* |
| NAAS Oceana | 16 Jun 1944* |
| NAS Quonset Point | 13 Nov 1944* |
| NAS Kahului | 08 Jan 1945* |
| NAS Alameda | Jul 1945 |
| NAF Newport | Mar 1946 |
| NAS Quonset Point | Apr 1946 |
| NAAS Cecil Field | 11 Jan 1949 |
| NAS Jacksonville | 09 Jan 1950 |

* Temporary shore assignment while the squadron conducted training in preparation for combat deployment.

Commanding Officers

| <i>Date Assumed Command</i> | <i>Officer</i> |
|-----------------------------|-----------------------------|
| 19 Mar 1951 | LCDR Malcolm E. Wolfe |
| 29 May 1952 | LCDR Ross A. Knight |
| 01 Aug 1953 | LCDR P. P. Hambsch (acting) |
| Aug 1953 | CDR M. J. Hanley |
| 10 Oct 1953 | LCDR J. M. Nifong |
| Oct 1954 | CDR W. L. Nyburg |
| 28 Oct 1955 | CDR E. F. Gallagher |
| Dec 1955 | CDR E. H. Potter, Jr. |

Aircraft Assignment

| <i>Date Type First Received</i> | <i>Type of Aircraft</i> |
|---------------------------------|-------------------------|
| Apr 1944 | TMF-1/TBM-1 |
| Apr 1944 | TBM-1C |
| 06 Aug 1944 | TBM-3 |
| Sep 1945 | TBM-3E |
| May 1946 | TBM-3Q |
| Mar 1947 | TBM-3J |
| 16 Feb 1949 | AD-3 |
| 04 Apr 1950 | AD-4 |
| Feb 1951 | AD-4L |
| Feb 1953 | AD-4B |
| Aug 1954 | AD-6 |

Commanding Officers

| <i>Date Assumed Command</i> | <i>Officer</i> |
|-----------------------------|-----------------------------|
| 01 Apr 1944 | LCDR William F. Eadie |
| 09 Jan 1945 | LCDR Edward E. DeGarmo |
| 03 Jun 1945 | LT Norman A. Wiese (acting) |
| Aug 1945 | LCDR William I. McGowan |
| 11 Feb 1948 | LCDR Guiseppi Macri |
| 15 Jul 1949 | LCDR John E. Kennedy |

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|--------------------------|
| 29 Jan 1945 | 17 Jun 1945 | CVG-82 | CV 20 | TBM-3 | Pacific |
| 22 Oct 1946 | 21 Dec 1946 | CVAG-17 | CV 15 | TBM-3E/Q | Med |
| 20 May 1947 | 11 Aug 1947 | CVAG-17 | CV 15 | TBM-3E/Q/J | NorLant/Carib |
| 07 Jun 1948 | 06 Aug 1948 | CVG-17 | CVB 43 | TBM-3E/Q/J | Med/Carib |
| 09 Sep 1950 | 01 Feb 1951 | CVG-17 | CVB 43 | AD-4 | Med |
| 03 Sep 1951 | 04 Feb 1952 | CVG-17 | CVB 42 | AD-4/4L | Med |
| 26 Aug 1952 | 19 Dec 1952 | CVG-17 | CVB 42 | AD-4/4L | NorLant/Med |
| 16 Sep 1953 | 01 May 1954 | CVG-17 | CVA 18 | AD-4/B/L | World Cruise |
| 05 Apr 1955 | 29 Sep 1955 | CVG-17 | CVA 43 | AD-6 | Med |
| 12 Jul 1957 | 05 Mar 1958 | CVG-17 | CVA 42 | AD-6 | Med |



A flight of squadron TBM-3E Avengers in July 1948 (Courtesy Duane Kasulka Collection).

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|----------------------------|------------------|------------------------|
| CVG-82/CVAG-17/ CVG-17* | R†/AL‡ | 01 Apr 1944 |

* CVG-82 was redesignated CVAG-17 on 15 November 1946 and then redesignated CVG-17 on 1 September 1948.

† The tail code R was assigned to CVAG-17 on 12 December 1946.

‡ The tail code was changed from R to AL in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NAVE | 01 Jul 1948 | 30 Jun 1949 |
| Campaign Medal | | |
| (Asiatic Pacific) | 15 Feb 1945 | 04 Mar 1945 |
| | 17 Mar 1945 | 11 Jun 1945 |



A squadron AD-3 or 4 Skyraider, circa 1948 or 1949. Notice the Battle E on the fuselage (Courtesy Duane Kasulka Collection).

VA-176

Lineage

Established as Attack Squadron ONE HUNDRED SEVENTY SIX (VA-176) on 1 June 1955.

Disestablished 30 October 1992. The first squadron to be assigned the VA-176 designation.



The torch design was the squadron's first insignia.

the inner one was light blue; white mailed fist with black markings; yellow torch with black markings and a bright red flame; white atomic clouds with blue borders and markings. The scroll had a white background outlined in dark blue with dark blue lettering.



The squadron's second insignia adopted the mailed fist.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 16 July 1956. Colors for torch insignia were: a light blue background outlined in dark blue; the shield was outlined in white with white stars on a dark blue field; the outer thunderbolt was international orange and

The squadron's second insignia was approved by CNO on 3 January 1974. Colors for this insignia were: a dark blue background and scroll outlined in black and white; white stars and lettering; blue mailed fist is outlined in white; and an orange lightning bolt.

Nickname: Thunderbolts, 1955–1992.

Chronology of Significant Events

Oct–Dec 1956: *Randolph* (CVA 15), with VA-176 embarked, was ordered to operate off the coast of Egypt in response to the Suez War.

14 Nov–8 Dec 1960: Following a request from Guatemala and Nicaragua, a Navy patrol was established off the coast of these Central American countries to prevent infiltration by communists from Cuba. The squadron operated from *Shangri-La* (CVA 38) until 25 November when it conducted a complete transfer of aircraft and personnel from *Shangri-La* to *Wasp* (CVA 18) while underway. It remained on station aboard *Wasp* until 8 December.

2–19 Jun 1961: Following the assassination of the Dominican Republic's dictator, General Rafael Trujillo, the squadron operated from *Shangri-La* off the coast of that country until the domestic situation began to stabilize.

May 1963: The squadron operated from *Shangri-La* in the Caribbean during the period of unrest in Haiti and the civil strife with the Dominican Republic.

Aug 1965: Squadron aircraft were used in Operation Pinwheel on several occasions while *Shangri-La* was moored at Naples, Italy. The aircraft were secured to the deck of the carrier and the thrust from their propellers were used to help prevent the ship, which was undergoing repairs, from breaking out of her mooring during bad weather and high winds.

4 Apr 1966: VA-176 deployed to Vietnam as a component of CVW-10 embarked in *Intrepid* (CVS 11). This was the first all attack air wing formed and the first to deploy. Two squadron were flying the A-1 Skyraider and two the A-4 Skyhawk.

15 May 1966: Flying from Dixie Station, the squadron conducted its first combat sorties, flying strikes against insurgent forces in the Republic of Vietnam.

9 Oct 1966: While flying a rescue combat air patrol mission, four squadron aircraft engaged four North Vietnamese MiGs. Lieutenant (jg) William T. Patton shot down one of the MiG-17s during the engagement. This was the first and only shoot down of an enemy jet aircraft by a propeller driven plane during the Vietnam Conflict. For this action, Lieutenant (jg) Patton was awarded the Silver Star.

8 Jun 1967: When Israeli forces attacked *Liberty* (AGTR 5), four squadron aircraft were launched from *Saratoga* (CVA 60) and ordered to proceed to the ship and defend it. Shortly after their launch the aircraft were recalled when Israel apologized for the attack.

Aug 1969: Squadron A-6A Intruders were used in operation Storm Fury 1969. The aircraft were used to seed Hurricane Debbie by flying sorties that penetrated the wall of the hurricane, flew through the eye and exited the wall again, at which time seeding chemicals were dispensed.

25 Sep 1970: VA-176 became the first fleet squadron to operate the KA-6D tanker aircraft.

Oct–Nov 1973: The squadron, embarked in *Franklin D. Roosevelt* (CVA 42), operated in the vicinity of Crete in response to the Arab-Israeli war.

Jun 1976: The American Ambassador to Lebanon was assassinated on 13 June and *America* (CV 66), with VA-176 embarked, operated in the vicinity of Lebanon. Squadron aircraft flew support missions during the evacuation of noncombatants from that country.

May 1981: *Independence* (CV 62), with VA-176 embarked, following its transit of the Suez Canal, remained on station in the eastern Mediterranean due to the crisis between Israel and Syria following Israeli

raids against Syrian surface-to-air missile sites in Lebanon.

25 Oct–1 Nov 1983: In response to continued political strife and the need to protect and evacuate Americans from the island country of Granada, VA-176 aircraft flew combat close air support and reconnaissance sorties in support of operation Urgent Fury, the landing of U.S. Marines and Army rangers on the island.

4 Dec 1983: In response to hostile fire against U.S. reconnaissance aircraft from Syrian positions in Lebanon, VA-176 aircraft participated in a coordinated

strike against Syrian radar, communications and artillery positions overlooking the Multi-National Peacekeeping Forces. All five of the squadron aircraft completed their mission and returned safely to the carrier.

Jun–Jul 1988: The squadron flew support for Earnest Will Missions, escort operations for reflagged Kuwaiti oil tankers during the Iraq-Iranian War in the Persian Gulf.

Jun–Sep 1991: The squadron flew missions in support of Operation Provide Comfort, supporting the 24th Marine Expeditionary Unit's mission to aid the Kurdish refugees in Iraq following the Gulf War.



A squadron A-1H Skyraider launching from the deck of Intrepid (CVS 11) during their combat deployment to Vietnam in 1966. Note the sortie mission marks and the aircraft symbol for a MiG shoot down on the fuselage just below the canopy.

Home Port Assignments

| Location | Assignment Date |
|------------------|-----------------|
| NAS Cecil Field | 01 Jun 1955 |
| NAS Jacksonville | Feb 1955 |
| NAS Oceana | May 1968 |

Commanding Officers

| | Date Assumed Command |
|----------------------|----------------------|
| CDR James M. O'Brien | 01 Jun 1955 |
| CDR L. W. S. Cummins | 10 Apr 1957 |
| CDR D. C. Standley | 17 Mar 1958 |
| CDR U. W. Patrick | 27 Feb 1959 |
| CDR Robert J. Stegg | 30 Mar 1960 |

Commanding Officers

| | Date Assumed Command |
|----------------------------|----------------------|
| CDR B. B. Forbes, Jr. | 11 Sep 1961 |
| CDR H. P. Maulden | 1962 |
| CDR R. Brooke | 27 Sep 1963 |
| CDR George D. Edwards, Jr. | 09 Oct 1964 |
| CDR Robert J. Martin | 08 Oct 1965 |
| CDR A. R. Ashworth | 27 Sep 1966 |
| CDR J. T. French | 01 Aug 1967 |
| CDR Charles L. Cook | 25 Apr 1968 |
| CDR John B. Davis | 30 Aug 1969 |
| CDR Howard W. Alexander | 11 Aug 1970 |
| CDR Samson Mikitarian | 24 Aug 1971 |
| CDR Richard M. Dunleavy | 31 Jul 1972 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|-------------------------|-----------------------------|
| CDR John H. McKenzie | 18 Jun 1973 |
| CDR Raymond P. Ilg | 27 Jun 1974 |
| CDR Robert H. Ferguson | 10 Oct 1975 |
| CDR Marshall A. Howard | 06 Feb 1977 |
| CDR Manuel Oretaga | 23 Mar 1978 |
| CDR Frank L. Stauts | 15 Jun 1979 |
| CDR Douglas K. Griffith | 02 Sep 1980 |
| CDR Timothy R. Beard | 19 Nov 1981 |
| CDR Michael P. Currie | 11 Feb 1983 |
| CDR James E. Hurston | 26 Jul 1984 |
| CDR Gary W. Stubbs | 23 Jan 1986 |
| CDR Ross A. Word | 04 Jun 1987 |
| CDR Frank W. Montesano | 08 Dec 1988 |
| CDR William G. Ballard | 01 Jun 1990 |
| CDR Lee A. Hawks | 31 Jul 1991 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| AD-6/A-1H* | Jun 1955 |
| A-6A | 05 Feb 1969 |
| KA-6D | 25 Sep 1970 |
| A-6C | 1971 |
| A-6E | Jul 1975 |

* The AD-6 designation was changed to A-1H in 1962.



Lieutenant (jg) William T. Patton standing alongside the A-1H Skyraider that he was flying when he shot down a North Vietnamese MiG-17 on 9 October 1966.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|--------------------------|
| 14 Jul 1956 | 19 Feb 1957 | ATG-202 | CVA 15 | AD-6 | Med |
| 07 Aug 1959 | 26 Feb 1960 | CVG-10 | CVA 9 | AD-6 | Med |
| 06 Sep 1960 | 20 Oct 1960 | CVG-10 | CVA 38 | AD-6 | NorLant |
| 02 Feb 1961 | 15 May 1961 | CVG-10 | CVA 38 | AD-6 | Med |
| 07 Feb 1962 | 28 Aug 1962 | CVG-10 | CVA 38 | AD-6 | Med |
| 01 Oct 1963 | 23 May 1964 | CVW-10 | CVA 38 | A-1H | Med |
| 15 Feb 1965 | 20 Sep 1965 | CVW-10 | CVA 38 | A-1H | Med |
| 04 Apr 1966 | 21 Nov 1966 | CVW-10 | CVS 11 | A-1H | Med/IO/West Pac/Vietnam |
| 02 May 1967 | 06 Dec 1967 | CVW-3 | CVA 60 | A-1H | Med |
| 02 Jan 1970 | 27 Jul 1970 | CVW-6 | CVA 42 | A-6A | Med |
| 29 Jan 1971 | 23 Jul 1971 | CVW-6 | CVA 42 | A-6A & KA-6D | Med |
| 15 Feb 1972 | 08 Dec 1972 | CVW-6 | CVA 42 | A-6A/C & KA-6D | Med |
| 14 Sep 1973 | 17 Mar 1974 | CVW-6 | CVA 42 | A-6A/C & KA-6D | Med |
| 03 Jan 1975 | 16 Jul 1975 | CVW-6 | CV 42 | A-6A/C & KA-6D | Med |
| 15 Apr 1976 | 25 Oct 1976 | CVW-6 | CV 66 | A-6E & KA-6D | Med |
| 10 Jun 1977 | 19 Jul 1977 | CVW-6 | CV 66 | A-6E & KA-6D | SoLant |
| 29 Sep 1977 | 25 Apr 1978 | CVW-6 | CV 66 | A-6E & KA-6D | Med |
| 28 Jun 1979 | 14 Dec 1979 | CVW-6 | CV 62 | A-6E & KA-6D | Med |
| 19 Nov 1980 | 10 Jun 1981 | CVW-6 | CV 62 | A-6E & KA-6D | SoLant/IO/Med |
| 07 Jun 1982 | 22 Dec 1982 | CVW-6 | CV 62 | A-6E & KA-6D | Med |
| 18 Oct 1983 | 11 Apr 1984 | CVW-6 | CV 62 | A-6E & KA-6D | Carib/Med/NorLant |

Major Overseas Deployments—Continued

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 16 Oct 1984 | 19 Feb 1985 | CVW-6 | CV 62 | A-6E & KA-6D | Med/IO |
| 02 Jun 1986 | 10 Nov 1986 | CVW-6 | CV 59 | A-6E & KA-6D | Med |
| 28 Aug 1987 | 08 Oct 1987 | CVW-6 | CV 59 | A-6E & KA-6D | NorLant |
| 25 Apr 1988 | 07 Oct 1988 | CVW-6 | CV 59 | A-6E & KA-6D | Med/IO/NorLant |
| 03 Nov 1989 | 12 Apr 1990 | CVW-6 | CV 59 | A-6E & KA-6D | Med |
| 30 May 1991 | 21 Dec 1991 | CVW-6 | CV 59 | A-6E & KA-6D | Med |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|--------------------------|------------------|------------------------|
| ATG-202 | X*/AQ† | 01 Jun 1955 |
| CVG-17 | AL | 15 Mar 1958 |
| COMFAIRJACKSON- VILLE | | 13 Sep 1958 |
| CVG-10/CVW-10‡ | AK | 16 Apr 1959 |
| CVW-3 | AC | 01 Mar 1967 |
| COMFAIRJACKSON- VILLE | | 06 Dec 1967§ |
| COMFAIRNORFOLK | | May 1968 |
| CVW-6 | AE | 01 Apr 1969 |

* The tail code X was not assigned to ATG-202 until 1956.

† The tail code was changed from X to AQ in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

‡ CVG-10 was redesignated CVW-10 when Carrier Air Groups (CVG) were redesignated Carrier Air Wings (CVW) on 20 December 1963.

§ VA-176 was transferred from CVW-3 when it returned from its Med deployment on 6 December 1967. It is believed the squadron came under the control of Commander Fleet Air Jacksonville until its transfer to Commander Fleet Air Norfolk, when it began transition training for the A-6 Intruder.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> |
|-------------------|--|
| NAVE | 01 Jul 1962 30 Jun 1963 |
| | 01 Jul 1964 30 Jun 1965 |
| | 01 Jul 1974 30 Jun 1975 |
| | 01 Jan 1988 31 Dec 1988 |
| | 01 Jan 1989 31 Dec 1989 |
| | 01 Jan 1990 31 Dec 1990 |
| NEM | 07 Dec 1980 11 May 1981 |
| | 20 Aug 1982 05 Sep 1982 |
| | 01 Oct 1982 06 Dec 1982 |
| | 16 Nov 1983 30 Nov 1983 |
| AFEM | 24 Oct 1983 02 Nov 1983 |
| | 16 Nov 1983 22 Dec 1983 |
| | 28 Dec 1983 03 Jan 1984 |
| | 15 Jan 1984 03 Feb 1984 |
| | 09 Feb 1984 02 Mar 1984 |
| HSM | 20 Jun 1976 27 Jul 1976 |
| MUC | 09 Mar 1972 01 Dec 1972 |
| | 01 May 1987 08 Oct 1988 |
| NUC | 20 Oct 1983 03 Mar 1984 |
| JMUA | Jun 1991 Sep 1991 |
| VNSM | 05 May 1966 06 May 1966 |
| | 14 May 1966 17 Jun 1966 |
| | 08 Jul 1966 10 Aug 1966 |
| | 01 Sep 1966 23 Sep 1966 |
| | 02 Oct 1966 18 Oct 1966 |
| RVNGC | 01 May 1966 01 Oct 1966 |



A squadron A-6E Intruder in flight, 1976.

VA-185

Lineage

Established as Attack Squadron ONE HUNDRED EIGHTY FIVE (VA-185) on 1 December 1986

Disestablished on 30 August 1991. The first squadron to be assigned the VA-185 designation.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 8 September 1986. Colors for the hawk insignia were: a black background; a blue sea and white sky with black markings; white hawk with black markings, red eyes and claws; gold star; blue upper scroll outlined in black with gold lettering; gold lower scroll outlined in black with blue lettering.



The squadron's Nighthawks insignia.

Nickname: Nighthawks, 1986–1991.

Chronology of Significant Events

Sep 1987: The squadron was forward deployed to NAS Atsugi, Japan, and assigned to *Midway* (CV 41), home ported at Naval Station Yokosuka, Japan.

Nov 1987–Jan 1988: The squadron flew support for Earnest Will Missions, escort operations for reflagged Kuwaiti oil tankers during the Iraq-Iranian War in the Persian Gulf.

Sep 1988: VA-185, embarked in *Midway*, operated in the Sea of Japan during the summer Olympics being held in Seoul, Korea, to demonstrate U.S. support for a peaceful olympics.

Dec 1989: *Midway*, with VA-185 embarked, maintained station off the coast of Philippines during an attempted coup in that country.

Nov 1990–Jan 1991: The squadron flew missions in support of Operation Desert Shield, the build-up of American and Allied forces to counter a threatened invasion of Saudi Arabia by Iraq and were part of an economic blockade of Iraq to force its withdrawal from Kuwait.

Jan–Feb 1991: The squadron participated in Operation Desert Storm. VA-185 led the first air strikes from naval elements operating in the Persian Gulf. During the Gulf War, squadron aircraft struck Iraqi naval targets and bases, airfields and bridges, and provided close air support for Allied ground forces. The squadron flew a total of 457 combat missions, comprising 940 combat flight hours and delivered 720,000 pounds of ordnance on enemy targets.

6 Aug 1991: The squadron held a disestablishment ceremony at NAF Atsugi, Japan. It was officially disestablished on 30 August 1991.

Home Port Assignments

| Location | Assignment Date |
|--------------------|-----------------|
| NAS Whidbey Island | 01 Dec 1986 |
| NAF Atsugi, Japan* | 13 Sep 1987 |

* VA-185 was forward deployed and based aboard *Midway* (CV 41).

Commanding Officers

| | Date Assumed Command |
|---------------------------------|----------------------|
| CDR William J. Magnan | 01 Dec 1986 |
| CDR Michael J. McCamish | 18 Nov 1988 |
| CDR Bernard M. Satterwhite, Jr. | 01 Jun 1990 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| A-6E | 18 Feb 1987 |
| KA-6D | 19 Sep 1987 |

Major Overseas Deployments

| Date of Departure | Date of Return | Air Wing | Carrier | Type of Aircraft | Area of Operation |
|-------------------|----------------|----------|---------|------------------|-----------------------------|
| 15 Oct 1987 | 12 Apr 1988 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac/IO |
| 18 Oct 1988 | 09 Nov 1988 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac |
| 21 Jan 1989 | 24 Feb 1989 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac |
| 27 Feb 1989 | 09 Apr 1989 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac |
| 31 May 1989 | 25 Jul 1989 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac |
| 15 Aug 1989 | 11 Dec 1989 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac/IO |
| 25 Jan 1990 | 06 Apr 1990 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac |
| 02 Oct 1990 | 17 Apr 1991 | CVW-5 | CV 41 | A-6E & KA-6D | WestPac/IO/ Persian Gulf |

Note: Deployments will cover only those operations which take the carrier outside the home waters of Japan. It does not include squadron shore-based operations in Korea or the Philippines.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| COMMATVAQ- | | |
| WINGPAC | | 01 Dec 1986 |
| CVW-5 | NF | 13 Sep 1987 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| MUC | 01 Dec 1986 | 15 Oct 1987 |
| | 15 Oct 1989 | 29 Oct 1989 |
| KLM | 17 Jan 1991 | 28 Feb 1991 |
| SASM | 02 Nov 1990 | 14 Mar 1991 |
| NAVE | 01 Jan 1989 | 31 Dec 1989 |
| | 01 Jan 1990 | 31 Dec 1990 |
| NUC | 17 Jan 1991 | 07 Feb 1991 |



A flight of squadron A-6E Intruders, July 1987 (Courtesy Robert Lawson).

VA-194

Lineage

Established as Bombing Squadron NINETEEN (VB-19) on 15 August 1943.

Redesignated Attack Squadron NINETEEN A (VA-19A) on 15 November 1946.

Redesignated Attack Squadron ONE HUNDRED NINTY FOUR (VA-194) on 24 August 1948.

Disestablished on 1 December 1949. The first squadron to be assigned the VA-194 designation.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO



The rampant winged lion was the squadron's first insignia.

on 26 May 1944. Colors for the winged lion rampant and bomb were: yellow shield outlined in black; black bomb; and a green winged lion rampant with black markings on the wings and a red eye and tongue.

A new insignia was approved by CNO on 9 July 1945. Colors for this insignia were: a medium blue background; a yellow flying bomb with

black markings, its wings were chartreuse with a white star on a circular blue background; yellow rockets and chartreuse machine guns with black markings; white bulldogs with orange collars; the bulldog in front had a black face with yellow eyes, black pupils, and an orange snout, tongue and lips and white teeth.

A new squadron insignia was approved by



The dogs riding a winged bomb was the second insignia used by the squadron.



This insignia was tentatively approved for the squadron. However, the squadron was disestablished three months afterwards and it most likely was not implemented for use by the squadron.

CNO on 11 March 1948 pending the removal of the squadron designation. Colors for the winged lightning bolt were: a blue background with a white inner border ringed by a yellow rope; maroon lightning bolt; and the wings were yellow with black markings.

Nickname: unknown.

Chronology of Significant Events

18–21 Jul 1944: The squadron's first combat sorties involved preinvasion strikes on Guam. It also provided support for the initial landings on the island.

Jul–Oct 1944: Squadron aircraft flew sorties against targets on Palau, Bonin Islands, the Philippines, including Mindanao and Luzon, Okinawa, Formosa and the Pescadores.

24 Oct 1944: Squadron aircraft participated in several major engagements during the Battle for Leyte Gulf. VB-19 aircraft flew search missions from north of Lingayen Gulf to the northern tip of Mindoro to locate the Japanese Task Force. It struck the Japanese Central Force in the Sibuyan Sea, which included the super battleship *Musashi*. However, only limited damage was caused by the squadron's attack since its aircraft were armed only with general purpose bombs instead of armor piercing bombs. For his actions during this engagement Lieutenant Leonard R. Swanson was awarded the Navy Cross and Lieutenant (jg)s Stuart E. Crapser and Herbert N. Walters were awarded Silver Stars.

24 Oct 1944: The squadron's commanding officer, Commander R. S. McGowan, failed to return from a combat mission and was declared missing in action.

25 Oct 1944: The squadron participated in coordinated attacks against the Japanese Carrier Task Force in the Battle Off Cape Engano. VB-19 aircraft claimed they either sunk or assisted in the sinking of three Japanese carriers. Four Japanese carriers were sunk during the battle. Thirty-two squadron pilots were awarded the Navy Cross for their actions in this battle. They were: Lieutenants Price R. Stradley, Robert D. Niemeyer, John B. Gunter, William E. McBride, Emil B. Stella, Jack Meeker, John L. Butts, Jr., Donald F. Helm, Norman E. Thurmon, Donald F. Banker, Robert B. Parker, Joe W. Williams, Jr., William A. Wright and Raymond G. Wicklander; Lieutenant (jg)s George H. Bowen, Melvin L. Chapman, Robert E. Lee Duncan, Jr., Donald D. Engen, Arnost Jancar, Jerry B. Wilton, Webster P. Wodell, Daniel Sadler, Jr., Louis A. Heilmann, George W. Peck, Jack Scott, Stuart E. Crapser, John H. Crocker, William T. Good and Robert G. Smith; and Ensigns Leon F. Kinard, Robert W. Doyle and William H. Wagner, Jr. Two squadron personnel were awarded the Silver Star for their actions; they were: Lieutenants Donald F. Banker and Leonard R. Swanson.

5–6 Nov 1944: The squadron's final sorties involved attacks on Manila Bay and the successful sinking of a

Japanese Heavy Cruiser on 5 November. For their actions in the sinking of the cruiser, Lieutenants Donald F. Banker and Price R. Stradley were awarded Gold Stars in lieu of their second Navy Cross.

26 Nov–14 Dec 1944: The squadron and air group were relieved by CVG-20 and were enroute from Ulithi Atoll, via Hawaii, to the States.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|---|------------------------|
| NAAS Los Alamitos | 15 Aug 1943 |
| NAS Kahului | 29 Feb 1944* |
| NAS Alameda | 20 Jan 1945* |
| NAAS Santa Rosa | 06 Feb 1945* |
| NAS Kahului | 09 Aug 1945 |
| NAS Barbers Point | 04 Nov 1945 |
| NAB Marpi Pt. and NAB Kobler, Saipan | 01 Apr 1946† |
| NAS Alameda | 19 Aug 1946 |

* Temporary shore assignment while the squadron conducted training in preparation for combat deployment.

† Temporary shore assignment while the squadron was deployed to WestPac.

Commanding Officers

| | <i>Date Assumed Command</i> |
|-------------------------------|-----------------------------|
| LCDR Richard S. McGowan | 15 Aug 1943 |
| LT Donald F. Banker (acting) | 24 Oct 1944 |
| LT Price R. Stradley (acting) | 05 Nov 1944 |
| LT Robert D. Niemeyer | 20 Jan 1945 |
| LCDR William H. Craven, Jr. | Aug 1945 |
| LCDR M. D. Norton, Jr. | 06 Jun 1947 |
| LCDR W. Denton, Jr. | 13 Sep 1947 |
| CDR Edwin J. Kroeger | 24 Aug 1948 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| SBD-5 | Sep 1943 |
| SB2C-1 | 01 Apr 1944 |
| SB2C-1C | May 1944 |
| SB2C-3 | Jun 1944 |
| SB2C-4 | Feb 1945 |
| SB2C-4E | Feb 1945 |
| SB2C-5 | Aug 1945 |
| AD-1 | 06 Dec 1946 |
| AD-2 | Sep 1948 |
| AD-3 | 10 Jan 1949 |



A squadron SB2C-5 Helldiver in flight, circa mid 1946 (Courtesy Robert Lawson Collection).

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 10 Jul 1944 | 23 Nov 1944 | CVG-19 | CV 16 | SB2C-3 | Pacific |
| 20 Apr 1946 | 09 Aug 1946 | CVG-19 | CV 36* | SB2C-5 | WestPac |

* During the squadron deployment to WestPac aboard *Antietam* (CV 36) it was temporarily shore based at Saipan on several occasions.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-19/CVAG-19* | A/B† | 15 Aug 1943 |

* CVG-19 was redesignated CVAG-19 on 15 November 1946.

† The tail code A was assigned to CVAG-19 on 12 December 1946.
On 4 August 1948 CVG-19's tail code was changed to B.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------------------------|--|-------------|
| PUC | 18 Jul 1944 | 05 Aug 1944 |
| | 06 Sep 1944 | 06 Nov 1944 |
| Campaign Medal (Asiatic Pacific) | 18 Jul 1944 | 27 Aug 1944 |
| | 31 Aug 1944 | 14 Oct 1944 |
| | 10 Oct 1944 | 23 Nov 1944 |



A squadron AD-1 Skyraider launches from Princeton (CV 37), 1948 (Courtesy Robert Lawson Collection).

VA-196

Lineage

Established as Fighter Squadron ONE HUNDRED FIFTY THREE (VF-153) on 15 July 1948.

Redesignated Fighter Squadron ONE HUNDRED NINETY FOUR (VF-194) on 15 February 1950.

Redesignated Attack Squadron ONE HUNDRED NINETY SIX (VA-196) on 4 May 1955. The first squadron to be assigned the VA-196 designation.



The winged tiger, the squadron's first insignia, is not recorded as officially approved.

Squadron Insignia and Nickname

There is no record of approval by CNO for the squadron's first insignia. The colors for the winged tiger probably were: a white background outlined in red; gold wings with black markings; blue waves with black markings; the clouds shaded gray with

black outlines; yellow claws and tiger head, with black markings; and red lightning bolts with black markings.

A new insignia was approved by CNO on 5 October 1950. Colors for the devil and ace of spades insignia were: a white background with a black border; the devil was yellow with black markings; the machine gun, rocket and ammo belt were red with black markings; the ace of spades was black; and the lightning bolt was orange outlined in black.

Following the squadron's redesignation to VA-196, it continued to use the devil and ace of spades insignia until 14 September 1967 when CNO approved a new insignia. Colors for the ace of spades with the devil face is: an orange background with a black border; the



The devil and ace of spades insignia was the squadron's second insignia and was used for 17 years.



The squadron modified its devil insignia in 1967 and adopted the devil face superimposed on the ace of spades.

ace of spades is black; the devil's face is superimposed on the ace of spades and outlined in yellow, the teeth, eyes and horns are white with black pupils and black markings on the horns; the scroll has a white background outlined in black, with black lettering.

Nicknames: Thundercats, 1948–1950s.

The Main Battery, 1950s–present.

Beginning in 1979 the squadron used Milestones interchangeably with its nickname Main Battery.

Chronology of Significant Events

11 Dec 1951: The squadron flew its first combat sorties, flying interdiction missions in Korea against enemy lines of communications, transportation, industrial and supply facilities.

22 Mar 1952: During a bombing run on a rail line north of Kowon, Korea, Ensign K. A. Schechter was wounded when an enemy shell struck the canopy of his AD Skyraider and exploded. He was blinded by the blood from the wound causing him to maneuver erratically. Lieutenant (jg) J. H. Thayer, heard Ensign Schechter's call for assistance and observing his erratic maneuvering, flew alongside and began giving radio instructions to the blinded pilot. Using Lieutenant Thayer's radio guidance, Ensign Schechter flew his plane to an emergency air strip and successfully landed the aircraft.

Feb 1955: In January 1955, the People's Republic of China began bombardment of the Tachen Islands held by Nationalist China. In February squadron aircraft provided air cover during the evacuation of Chinese Nationalist military and civilian personnel from the islands.

Aug-Oct 1964: The squadron was involved in operations off the coast of Vietnam following the Tonkin Gulf Incident.

21 Aug 1967: The squadron's commanding officer, Commander L. T. Profilet and his NFO Lieutenant Commander W. M. Hardman, were shot down and taken prisoner during a mission over North Vietnam. They were released by North Vietnam and returned to the U.S. on 29 March 1973.

Dec 1971: Following the outbreak of war between India and Pakistan over East Pakistan (Bangladesh), *Enterprise* (CVAN 65) was ordered to leave Yankee Station for operations in the Indian Ocean. The carrier, with VA-196 embarked, operated in the Bay of Bengal until the early part of January 1972 and cessation of hostilities.

Oct 1972: The squadron participated in Linebacker I operations, heavy air strikes against targets in North Vietnam to interdict the flow of supplies into South Vietnam.

Dec 1972: Squadron aircraft participated in Linebacker II operations, an intensified version of Linebacker I.

Feb–May 1973: Squadron aircraft flew air support for Operation End Sweep, the clearing of mines from North Vietnamese waters.

Apr 1975: The squadron, along with other CVW-14 units, provided air cover support during the evacuation of personnel from Saigon as it fell to the communists.

Feb 1977: During the crisis in Uganda and threats against Americans in that country, *Enterprise*, with VA-196 embarked, operated off the coast of Kenya ready to evacuate Americans from Uganda.

Dec 1979: *Coral Sea* (CV 43), with VA-196 embarked, operated off the coast of South Korea following the assassination of South Korea's President Park Chung-Hee in late October.

Apr 1980: *Coral Sea*, with the squadron embarked, was part of the task force involved in supporting the Iranian hostage rescue attempt.

May 1980: Following civil unrest in South Korea, the squadron, embarked in *Coral Sea*, operated off the coast of that country.

Aug 1983: Due to the unsettled conditions in Central America, *Coral Sea*, with VA-196 embarked, operated

off the coast of Nicaragua and also participated in surveillance for illegal drug traffic.

Jul 1987: Due to the increased attacks on merchant and tanker shipping in the Persian Gulf during the Iran/Iraqi War, the United States began to escort reflagged Kuwaiti oil tankers. During operation Earnest Will, VA-196 provided air support for the first convoy of reflagged tankers passing through the Strait of Hormuz.

Aug 1990: Due to the invasion of Kuwait by Iraq, *Independence* (CV 62), with VA-196 embarked, was ordered to the North Arabian Sea.

Aug–2 Oct 1990: VA-196 flew sorties from *Independence* in support of Operation Desert Shield, the build up of American and Allied forces to counter a threatened invasion of Saudi Arabia by Iraq.

2 Oct–2 Nov 1990: On 2 October, *Independence* entered the Persian Gulf and operated in those waters for two days before returning to the Northern Arabian Sea. VA-196 continued flying sorties for operation Desert Shield until *Independence* was relieved on 2 November and departed for its return trip to the States.



A squadron F8F-2 Bearcat on the elevator being brought up to the flight deck, 1950 (Courtesy Robert Lawson Collection).

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|--------------------|------------------------|
| NAS Alameda | 15 Jul 1948 |
| NAS Moffett Field | 23 Feb 1959 |
| NAS Lemoore | Feb 1963 |
| NAS Oceana | 01 May 1966 |
| NAS Whidbey Island | 15 Nov 1966 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|-----------------------------------|-----------------------------|
| LCDR Eugene W. Krebsbach (acting) | 15 Jul 1948 |
| CDR Thomas D. Harris | 26 Jul 1948 |
| LCDR Theodore C. Schaible | 05 Dec 1949 |
| LCDR Robert S. Schreiber | 06 Dec 1950 |
| LCDR Arthur N. Melhuse | 19 Aug 1952 |
| LCDR B. R. Trexler | Dec 1953 |
| CDR R. B. Giblin | Jun 1955 |
| LCDR Robert T. Lynn | Jan 1957 |
| LCDR Dicky Wieland | 18 Apr 1958 |
| CDR R. R. Newman | 01 Jul 1959 |
| CDR G. P. Powers | 01 Jun 1960 |
| CDR J. L. Delaware | 17 Mar 1961 |
| CDR W. E. Edwards | 09 Feb 1962 |
| CDR W. P. Robinson | Dec 1962 |
| CDR J. R. Driscoll | Jan 1964 |
| CDR Joseph Gallagher | 04 Jan 1965 |
| CDR James A. Donovan | 25 Jan 1966 |
| CDR Leo T. Profflet | 22 Dec 1966 |
| CDR Edward C. Bauer | 28 Aug 1967 |
| CDR L. C. Dittmar | 07 Feb 1969 |
| CDR John R. Wunsch | 12 Jun 1970 |
| CDR Lloyd W. Richards | 04 Jun 1971 |
| CDR Howard I. Young | 30 May 1972 |
| CDR Jackson E. Cartwright | 26 Jul 1973 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|-------------------------|-----------------------------|
| CDR Gordon R. Nakagawa | 12 Jul 1974 |
| CDR Lyle F. Bull | 23 Jun 1975 |
| CDR John K. Peiguss | 10 Sep 1976 |
| CDR Gerald L. Smith | 23 Nov 1977 |
| CDR Thomas K. Woodka | 18 Jan 1979 |
| CDR David L. Russell | 18 Jan 1980 |
| CDR Robert E. Wilks | 07 Aug 1981 |
| CDR Kenneth L. Pyle | 17 Dec 1982 |
| CDR Harry A. Juplin | 08 Jun 1984 |
| CDR Thomas F. Cleverdon | 06 Dec 1985 |
| CDR Tom S. Fellin | 16 May 1987 |
| CDR Bruce T. Stuckert | 12 Aug 1988 |
| CDR David C. Nichols | 09 Feb 1990 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| F8F-1 | Jul 1948 |
| F8F-2 | 11 May 1949 |
| F4U-4 | Aug 1950 |
| AD-3 | Dec 1950 |
| AD-1 | Jan 1951 |
| AD-2 | Sep 1951 |
| AD-4NA | Aug 1952 |
| AD-4Q | Aug 1952 |
| AD-6/A-1H* | Dec 1953 |
| AD-7/A-1J* | Mar 1962 |
| A-6A | 01 Oct 1966 |
| A-6B | Jun 1968 |
| KA-6D | Mar 1971 |
| A-6E | 02 Jul 1975 |

* The AD-6 and AD-7 designations were changed to A-1H and A-1J in 1962.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|--------------------------|
| 11 Jan 1950 | 13 Jun 1950 | CVG-19 | CV 21 | F8F-2 | WestPac |
| 15 Oct 1951 | 03 Jul 1952 | ATG-1 | CV 45 | AD-2/3 | Korea |
| 30 Mar 1953 | 28 Nov 1953 | ATG-1 | CVA 21 | AD-4NA/Q | Korea/WestPac |
| 01 Sep 1954 | 09 Apr 1955 | ATG-1 | CVA 18 | AD-6 | WestPac |
| 28 May 1956 | 20 Dec 1956 | ATG-1 | CVA 16 | AD-6 | WestPac |
| 04 Oct 1958 | 17 Feb 1959 | ATG-1 | CVA 14 | AD-6 | WestPac |
| 21 Nov 1959 | 14 May 1960 | CVG-19 | CVA 31 | AD-6 | WestPac |
| 26 Apr 1961 | 13 Dec 1961 | CVG-19 | CVA 31 | AD-6 | WestPac |
| 12 Jul 1962 | 11 Feb 1963 | CVG-19 | CVA 31 | A-1H/J | WestPac |
| 28 Jan 1964 | 21 Nov 1964 | CVW-19 | CVA 31 | A-1H/J | WestPac/IO/Vietnam |
| 21 Apr 1965 | 13 Jan 1966 | CVW-19 | CVA 31 | A-1H/J | WestPac/Vietnam |
| 29 Apr 1967 | 04 Dec 1967 | CVW-14 | CVA 64 | A-6A | WestPac/Vietnam |
| 29 May 1968 | 31 Jan 1969 | CVW-14 | CVA 64 | A-6A/B | WestPac/Vietnam |
| 14 Oct 1969 | 01 Jun 1970 | CVW-2 | CVA 61 | A-6A | WestPac/Vietnam |
| 11 Jun 1971 | 12 Feb 1972 | CVW-14 | CVAN 65 | A-6A/B & KA-6D | WestPac/Vietnam/IO |

Major Overseas Deployments—Continued

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 12 Sep 1972 | 12 Jun 1973 | CVW-14 | CVAN 65 | A-6A/B & KA-6D | WestPac/Vietnam |
| 17 Sep 1974 | 20 May 1975 | CVW-14 | CVAN 65 | A-6A & KA-6D | WestPac/IO |
| 30 Jul 1976 | 28 Mar 1977 | CVW-14 | CVN 65 | A-6E & KA-6D | WestPac/IO |
| 04 Apr 1978 | 30 Oct 1978 | CVW-14 | CVN 65 | A-6E & KA-6D | WestPac/IO |
| 13 Nov 1979 | 11 Jun 1980 | CVW-14 | CV 43 | A-6E & KA-6D | WestPac/IO |
| 20 Aug 1981 | 23 Mar 1982 | CVW-14 | CV 43 | A-6E & KA-6D | WestPac/IO |
| 21 Mar 1983 | 12 Sep 1983 | CVW-14 | CV 43 | A-6E & KA-6D | World Cruise |
| 21 Feb 1985 | 24 Aug 1985 | CVW-14 | CV 64 | A-6E & KA-6D | WestPac/IO |
| 04 Sep 1986 | 20 Oct 1986 | CVW-14 | CV 64 | A-6E & KA-6D | NorPac |
| 11 Apr 1987 | 13 Oct 1987 | CVW-14 | CV 64 | A-6E & KA-6D | WestPac/IO |
| 01 Dec 1988 | 01 Jun 1989 | CVW-14 | CV 64 | A-6E & KA-6D | WestPac/IO |
| 16 Sep 1989 | 19 Oct 1989 | CVW-14 | CV 64 | A-6E & KA-6D | NorPac |
| 23 Jun 1990 | 20 Dec 1990 | CVW-14 | CV 62 | A-6E | WestPac/IO/ Persian Gulf |



A squadron AD-6 Skyraider on the deck of Lexington (CVA 16) during deployment to WestPac in 1956.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-15 | A | 15 Jul 1948 |
| CVG-19 | B | 01 Dec 1949 |
| ATG-1 | U/NA* | 01 Jul 1951 |
| COMFAIRALAMEDA | | 23 Feb 1959 |
| CVG-19/CVW-19† | NM | 22 Jun 1959 |
| CVW-14 | NK | 15 Oct 1966 |
| CVW-2 | NE | 02 Aug 1969 |
| CVW-14 | NK | 01 Jun 1970 |

* ATG-1 was not assigned a tail code designation until 1956 when it received the letter "U." Before then the squadron was using the tail code assigned to CVG-19. The tail code was changed from U to NA in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

† CVG-19 was redesignated CVW-19 when Carrier Air Groups (CVG) were redesignated Carrier Air Wings (CVW) on 20 December 1963.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| KSM | 04 Dec 1951 | 19 Jun 1952 |
| | 30 Apr 1953 | 10 Nov 1953 |
| KPUC | 07 Dec 1951 | 20 Jun 1952 |
| | 12 May 1953 | 27 Jul 1953 |
| NAVE | 01 Jan 1982 | 30 Jun 1983 |
| AFEM | 12 Nov 1958 | 15 Nov 1958 |
| | 20 Nov 1958 | 22 Nov 1958 |
| | 05 Dec 1958 | 08 Dec 1958 |
| | 29 Dec 1958 | 01 Jan 1959 |
| | 03 Apr 1960 | 04 Apr 1960 |
| | 26 Apr 1960 | 27 Apr 1960 |
| | 22 May 1961 | 27 May 1961 |
| | 05 Mar 1964 | 13 Mar 1964 |
| | 12 May 1964 | 14 May 1964 |
| | 05 Jun 1964 | 10 Jun 1964 |
| | 13 Jun 1964 | 17 Jun 1964 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| RVNGC | 31 Aug 1964 | 06 Nov 1964 |
| | 26 May 1965 | 03 Jul 1965 |
| | 10 Jan 1970 | 13 Jan 1970 |
| | 12 Apr 1970 | 13 Apr 1970 |
| | 29 Apr 1975 | 30 Apr 1975 |
| | 19 Oct 1965 | 20 Oct 1965 |
| | 23 Oct 1965 | 28 Oct 1965 |
| | 22 Nov 1965 | |
| VNSM | 24 Nov 1965 | |
| | 06 Dec 1965 | |
| | 18 Jul 1965 | 13 Aug 1965 |
| | 10 Sep 1965 | 01 Oct 1965 |
| | 08 Oct 1965 | 29 Oct 1965 |
| | 13 Nov 1965 | 17 Dec 1965 |
| | 08 Jun 1967 | 11 Jun 1967 |
| | 18 Jul 1967 | 25 Jul 1967 |
| | 01 Aug 1967 | 03 Sep 1967 |
| | 25 Sep 1967 | 15 Oct 1967 |
| | 24 Oct 1967 | 12 Nov 1967 |
| | 27 Jun 1968 | 22 Jul 1968 |
| | 02 Aug 1968 | 28 Aug 1968 |
| | 11 Sep 1968 | 09 Oct 1968 |
| | 26 Oct 1968 | 29 Nov 1968 |
| | 09 Dec 1968 | 21 Dec 1968 |
| | 01 Jan 1969 | 07 Jan 1969 |
| | 16 Nov 1969 | 07 Dec 1969 |
| | 17 Dec 1969 | 06 Jan 1970 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 29 Jan 1970 | 18 Feb 1970 |
| | 27 Feb 1970 | 20 Mar 1970 |
| | 16 Apr 1970 | 13 May 1970 |
| | 14 Jul 1971 | 31 Jul 1971 |
| | 15 Aug 1971 | 04 Sep 1971 |
| | 12 Sep 1971 | |
| | 25 Sep 1971 | 26 Sep 1971 |
| | 19 Jan 1972 | 24 Jan 1972 |
| | 02 Oct 1972 | 23 Oct 1972 |
| | 01 Nov 1972 | 11 Dec 1972 |
| | 18 Dec 1972 | 13 Jan 1973 |
| | 24 Jan 1973 | 23 Feb 1973 |
| | 01 Mar 1973 | 02 Mar 1973 |
| | 11 Mar 1973 | 28 Mar 1973 |
| | 14 Jun 1968 | 23 Jan 1969 |
| | 27 Oct 1969 | 12 May 1970 |
| | 02 Jul 1971 | 03 Feb 1972 |
| MUC | 22 Apr 1975 | 30 Apr 1975 |
| | 07 Mar 1978 | 01 May 1980 |
| | 01 Jan 1984 | 24 Aug 1985 |
| | 18 May 1967 | 26 Nov 1967 |
| | 03 Oct 1972 | 22 Feb 1973 |
| | 01 Jan 1982 | 30 Aug 1983 |
| | 02 Aug 1990 | 01 Nov 1990 |
| | 29 Apr 1975 | 30 Apr 1975 |
| | 01 Feb 1980 | 05 May 1980 |
| | 11 Oct 1981 | 20 Oct 1981 |
| NUC | 05 Aug 1990 | 04 Nov 1990 |
| | | |
| HSM | | |
| | | |
| NEM | | |
| | | |
| SASM | | |
| | | |



A squadron A-6E Intruder on an exercise mission dropping snake eye bombs in 1988; Constellation (CV 64) is in the background.

VA-205

Lineage

Established as Attack Squadron TWO HUNDRED FIVE (VA-205) on 1 July 1970.

Disestablished on 31 December 1994. The first squadron to be assigned the VA-205 designation.



The squadron's one and only insignia.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 15 October 1971. Colors for the insignia are white and green: a white background and scroll outlined in green; green lettering; and green bomb and falcon with white markings.

Nickname: Green Falcons, 1971–1994.

Chronology of Significant Events

1 Jul 1970: VA-205, a reserve squadron, was established as part of a reorganization intended to increase the combat readiness of the Naval Air Reserve Force.

Aug 1971: The squadron conducted its two weeks of active duty training embarked on *John F. Kennedy* (CVA 67) as part of CVWR-20. This was the first complete Reserve Carrier Air Wing deployment aboard a carrier.

May 1972: The squadron participated in exercise Exotic Dancer V, designed to test multi-service operations under a unified command organization.

4 Sep 1975: Squadron pilots began transition training with VA-125 in preparation for receiving the A-7 Corsair II.

6–16 Jul 1982: The squadron, along with other units of CVWR-20, participated in operations on *Carl Vinson* (CVN 70), with the emphasis on coordinated air wing operations.

10–23 May 1986: During an annual active duty deployment to NAS Fallon, the squadron participated in close air support training, air wing strike evolutions, and an excellent simulated two day war exercise conducted by Strike University.

1 Oct 1993: The squadron assumed the additional mission (Fleet Support Readiness Group, FTRG) of providing electronic support to simulate missile attacks on surface ships for training purposes. This mission had previously been performed by VAQ-33 (Carrier Tactical Electronics Warfare Squadron-33).



A squadron A-4L Skyhawk at NAS Atlanta, Georgia, 1973.

Home Port Assignments

| Location | Assignment Date |
|-------------|-----------------|
| NAS Atlanta | 01 Jul 1970 |

Commanding Officers

| Date Assumed Command | |
|----------------------|-------------------------|
| 01 Jul 1970 | CDR John B. Barnes |
| 12 Feb 1972 | CDR Virgil R. Tedder |
| 21 Jul 1973 | CDR Jack S. Smith |
| 19 Jul 1975 | LCDR David K. Maskell |
| 16 Jan 1977 | CDR Robert D. Sibold |
| 20 Aug 1978 | CDR James G. Bailey |
| 24 Feb 1980 | CDR Gadsden S. Gause |
| 25 Oct 1981 | CDR Gary C. Ayers |
| 24 Apr 1983 | CDR John D. Kish |
| 21 Oct 1984 | CDR Robert T. Golden |
| 27 Apr 1986 | CDR Michael C. Crabtree |
| 25 Oct 1987 | CDR Dana F. Miller |
| 23 Oct 1988 | CDR Daniel E. Caldwell |
| 28 Apr 1990 | CDR Randall C. Schultz |
| 19 Oct 1991 | CDR M. Kent Horne |
| 15 Aug 1992 | CDR Thomas R. McInvale |
| 06 Nov 1993 | CDR Kent D. White |



A squadron A-7B Corsair II in flight, circa late 1970s or early 1980s.

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| A-4L | 01 Oct 1970 |
| A-7B | 26 Sep 1975 |
| A-7E | 20 Jun 1984 |
| KA-6D | 22 Aug 1990 |
| A-6E | 17 Nov 1990 |

Air Wing Assingments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVWR-20 | AF | 01 Jul 1970 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| MUC | 01 Jul 1977 | 31 Dec 1978 |
| NAVE | 01 Oct 1981 | 31 Dec 1982 |



A squadron A-6E Intruder at NAS Fallon, Nevada, 1992 (Courtesy Robert Lawson Collection).

VA-209

Lineage

Established as Reserve Attack Squadron TWO HUNDRED NINE (VA-209) on 1 July 1970.

Disestablished on 15 August 1971. The first squadron to be assigned the VA-209 designation.

Squadron Insignia and Nickname

There is no record of an officially approved insignia for the squadron.

Nickname: unknown.

Chronology of Significant Events

1 Jul 1970: VA-209 was a reserve squadron established as part of a reorganization intended to increase the combat readiness of the Naval Air Reserve Force.

15 Aug 1971: The squadron was disestablished due to its replacement by the addition of two fighter squadrons to Reserve Air Wing 20.

Home Port Assignments

Location

NAS Glenview

Assignment Date

01 Jul 1970

Commanding Officers

Date Assumed Command

CDR William J. Miller

01 Jul 1970

Aircraft Assignment

Type of Aircraft

A-4L

Date Type First Received

01 Jul 1970

Air Wing Assignments

Air Wing

CVWR-20

Tail Code

AF

Assignment Date

01 Jul 1970



Squadron A-4L Skyhawks in flight over Chicago, Illinois, circa 1971.

VA-210

Lineage

Established as Reserve Attack Squadron TWO HUNDRED TEN (VA-210) on 1 July 1970.

Disestablished on 30 June 1971. The first squadron to be assigned the VA-210 designation.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 15 April 1970. Colors for the insignia were: sky blue background with three concentric rings of yellow,



The squadron's one and only insignia.

dark blue and yellow, all outlined in black; yellow lightning bolt; black aircraft and flag staff; red pennants; dark blue waves; and a white scroll outlined in black with black lettering.

Nickname: Unknown.

Chronology of Significant Events

1 Jul 1970: VA-210 was a reserve squadron established as part of a reorganization intended to increase the combat readiness of the Naval Air Reserve Force. Assets from reserve squadron VA-2Z1 were utilized to form VA-210.

14 Dec 1970: The squadron conducted its last operational flight.

30 Jun 1971: The squadron was disestablished due to its replacement by the addition of two fighter squadrons to Reserve Air Wing 20.

Home Port Assignments

| | <i>Location</i> | <i>Assignment Date</i> |
|--------------------|-----------------|------------------------|
| NAS South Weymouth | | 01 Jul 1970 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|---------------------|-----------------------------|
| CDR W. M. Hollister | 01 Jul 1970 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| TA-4B | 1970* |
| A-4C | 1970* |

* These aircraft were operated by VA-210 but may not have been permanently assigned to the squadron.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVWR-20 | AF | 01 Jul 1970 |

VA-212

Lineage

Established as Fighter Squadron TWO HUNDRED TWELVE (VF-212) on 20 June 1955.

Redesignated Attack Squadron TWO HUNDRED TWELVE (VA-212) on 1 April 1956.

Disestablished on 12 December 1975. The first to be assigned the VA-212 designation.



The squadron's rampant lion insignia.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 4 September 1956. Colors for the insignia were: a black background outlined in yellow; yellow rampant lion; black scrolls outlined in yellow with yellow lettering.

Nickname: Rampant Raiders, 1956–1975.

Chronology of Significant Events

6 Jun 1958: The squadron's commanding officer, Commander G. W. Staeheli, was killed in an aircraft accident.

Aug-Sep 1958: VA-212, embarked on *Lexington* (CVA 16), operated in the Formosa Straits due to the tension surrounding the Chinese Communist shelling of the Quemoy Islands.

Apr 1959: VA-212 became the first operational squadron to deploy with the Bullpup air-to-ground missile.

Mar 1961: *Lexington* (CVA 16), with VA-212 embarked, was ordered to operate off the coast of Thailand as a result of the deteriorating position of Laotian government forces against the Communists. Units of *Lexington's* air group flew reconnaissance missions over Laos while on station.

15 Apr 1962: VA-212, embarked in *Hancock* (CVA 19), operated off the coast of South Vietnam during the arrival of the first USMC advisory unit in the Republic of Vietnam.

16–20 May 1962: Following the continued successes of the Pathet Lao forces against Laotian government forces, particularly along the border with Thailand, the Thai government requested U.S. support. A unit of U.S. Marines landed in Bangkok and moved by air to Udorn. VA-212, along with other units of CVG-21, embarked in *Hancock*, operated in the area and were available to provide air support for the Marines if required.

Sep 1963: VA-212, embarked in *Hancock*, operated off the coast of Taiwan due to increased tensions between the People's Republic of China and the Republic of China.

Nov 1963: *Hancock*, with VA-212 embarked, operated off the coast of South Vietnam following the coup that overthrew President Diem.

7 Feb 1965: Following the shelling of an American advisors' compound at Pleiku by the Viet Cong, VA-212 participated in reprisal attacks against targets in North Vietnam. During the strikes, named Flaming Dart I, VA-212's Skyhawks struck the Dong Hoi Barracks.

11 Feb 1965: VA-212's Skyhawks participated in Flaming Dart II operations, reprisal attacks against the barracks at Chanh Hoa.

Mar–May 1965: The squadron's Skyhawks participated in special operations in Southeast Asia, including the Rolling Thunder campaign, strikes against designated military targets in North Vietnam.

Mar 1966: Squadron aircraft participated in Operation Jackstay, providing combat air support for amphibious operations that cleared the Rung Sat zone southeast of Saigon.

30 Jun 1966: Commander H. L. Smith, the squadron's commanding officer, was awarded the Silver Star for leading an air strike against the Bac Giang POL facility.

Oct–Nov 1966: During the squadron's training cycle, its aircraft were modified to incorporate the Walleye weapons system, becoming the first fleet unit equipped with the new system.

11 Mar 1967: The squadron's commanding officer, Commander H. L. Smith, conducted the first combat Walleye attack, striking the Sam Son Army Barracks.

20 May 1967: Commander H. L. Smith was awarded the Navy Cross for his action during strikes on the Bac Giang Thermal Power Plant on 19 and 20 May. He was killed in action during the mission on 20 May.

Feb–Mar 1968: Squadron aircraft flew combat air support missions for the Marines under siege at Khe Sahn.

Apr 1972: With the North Vietnamese invasion of South Vietnam, the Easter Offensive, the squadron concentrated its strikes in the area of An Loc, South Vietnam. It provided combat air support for U.S. and South Vietnamese ground forces defending the city.

May 1972: VA-212 participated in Operation Linebacker I, heavy air strikes against targets in North Vietnam.

25 May 1972: The squadron's commanding officer, Commander H. H. Strong, was killed in action when his aircraft was hit by antiaircraft fire during a strike near Vinh, North Vietnam.

Oct–Dec 1973: With the outbreak of war in the Middle East between Israel, Syria and Egypt and the initiation of the Arab oil embargo, *Hancock*, with VA-212 embarked, was ordered to enter the Indian Ocean and operate in the Arabian Sea.



A squadron F7U-3 Cutlass catching the wire aboard Bon Homme Richard (CVA 31) in July 1956 (Courtesy Duane Kasulka Collection).

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-------------------|------------------------|
| NAS Moffett Field | 20 Jun 1955 |
| NAS Lemoore | 15 Sep 1961 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|------------------------|-----------------------------|
| LCDR D. R. Hagood | 20 Jun 1955 |
| LCDR T. H. Cooper | Feb 1957 |
| CDR G. W. Staeheli | 23 Apr 1958 |
| LCDR L. Krupp (acting) | 06 Jun 1958 |
| CDR Jack C. Stuart | 13 Jun 1958 |
| CDR Meryl A. Iiams | 30 Dec 1959 |
| CDR Emmett B. Boutwell | 05 Jul 1961 |
| CDR N. J. Gambrell | 11 Jun 1962 |
| CDR Frank T. Hemler | 22 Jun 1963 |
| CDR W. B. Muncie | 09 Jul 1964 |
| CDR K. L. Shugart | 01 Jun 1965 |
| CDR Holmer L. Smith | 01 Jun 1966 |
| CDR Marvin M. Quaid | May 1967 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|--------------------------|-----------------------------|
| CDR Richard R. Allmann | 09 Jul 1968 |
| CDR David C. Coe, Jr. | 21 Feb 1969 |
| CDR Edwin D. Shropshire | 22 Dec 1969 |
| CDR Thomas M. Corkhill | 13 Nov 1970 |
| CDR Henry H. Strong, Jr. | 17 Dec 1971 |
| CDR Robert W. Peacher | 25 May 1972 |
| CDR Milton R. Gorham | 02 May 1973 |
| CDR James M. Curtin | 31 May 1974 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| F7U-3M | Jul 1955 |
| F7U-3 | Aug 1955 |
| F9F-8B | Apr 1957 |
| FJ-4B | 19 Jul 1957 |
| A4D-2/A-4B* | 20 Jun 1961 |
| A-4E | 02 Jan 1964 |
| A-4F | Oct 1967 |

* The A4D-2 designation was changed to A-4B in 1962.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|--------------------------|
| 16 Aug 1956 | 28 Feb 1957 | CVG-21 | CVA 31 | F7U-3 | WestPac |
| 14 Jul 1958 | 19 Dec 1958 | CVG-21 | CVA 16 | FJ-4B | WestPac |
| 26 Apr 1959 | 02 Dec 1959 | CVG-21 | CVA 16 | FJ-4B | WestPac |
| 29 Oct 1960 | 06 Jun 1961 | CVG-21 | CVA 16 | FJ-4B | WestPac |
| 02 Feb 1962 | 24 Aug 1962 | CVG-21 | CVA 19 | A4D-2 | WestPac |
| 07 Jun 1963 | 16 Dec 1963 | CVG-21 | CVA 19 | A-4B | WestPac |
| 21 Oct 1964 | 29 May 1965 | CVW-21 | CVA 19 | A-4E | WestPac/Vietnam |
| 10 Nov 1965 | 01 Aug 1966 | CVW-21 | CVA 19 | A-4E | WestPac/Vietnam |
| 26 Jan 1967 | 25 Aug 1967 | CVW-21 | CVA 31 | A-4E | WestPac/Vietnam |
| 27 Jan 1968 | 10 Oct 1968 | CVW-5 | CVA 31 | A-4F | WestPac/Vietnam |
| 02 Aug 1969 | 15 Apr 1970 | CVW-21 | CVA 19 | A-4F | WestPac/Vietnam |
| 22 Oct 1970 | 03 Jun 1971 | CVW-21 | CVA 19 | A-4F | WestPac/Vietnam |
| 07 Jan 1972 | 03 Oct 1972 | CVW-21 | CVA 19 | A-4F | WestPac/Vietnam |
| 08 May 1973 | 08 Jan 1974 | CVW-21 | CVA 19 | A-4F | WestPac/IO |
| 18 Mar 1975 | 20 Oct 1975 | CVW-21 | CV 19 | A-4F | WestPac |



A squadron FJ-4B Fury preparing for launch from Lexington (CVA 16) during her 1959 deployment to WestPac.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-21/CVW-21† | G/NP* | 01 Jul 1955 |
| CVW-5 | NF | 01 Oct 1967 |
| CVW-21 | NP | 01 Nov 1968 |

* The tail code was changed from G to NP in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

† CVG-21 was redesignated CVW-21 when Carrier Air Groups (CVG) were redesignated Carrier Air Wings (CVW) on 20 December 1963.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| AFEM | 15 Aug 1958 | 17 Aug 1958 |
| | 27 Aug 1958 | 16 Sep 1958 |
| | 14 Sep 1958 | |
| | 26 Sep 1958 | 15 Oct 1958 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NUC | 02 Oct 1958 | |
| | 06 Oct 1958 | |
| | 10 Nov 1958 | 15 Nov 1958 |
| | 27 Nov 1958 | 28 Nov 1958 |
| | 28 Jun 1959 | 02 Jul 1959 |
| | 11 Jul 1959 | 16 Jul 1959 |
| | 17 Oct 1959 | 19 Oct 1959 |
| | 15 Dec 1960 | 24 Dec 1960 |
| | 01 Jan 1961 | 08 Jan 1961 |
| | 10 Mar 1962 | 14 Mar 1962 |
| | 14 Apr 1962 | 16 Apr 1962 |
| | 16 May 1962 | 18 May 1962 |
| | 04 Nov 1963 | 10 Nov 1963 |
| | 07 Dec 1964 | 04 May 1965 |
| MUC | 04 May 1968 | 07 May 1968 |
| | 30 Oct 1969 | |
| | 03 Jan 1970 | 08 Jan 1970 |
| | 22 Feb 1970 | 25 Feb 1970 |
| | 06 Dec 1965 | 25 Jul 1966 |
| | 21 Feb 1968 | 13 Sep 1968 |
| | 08 Feb 1972 | 14 Sep 1972 |
| | 21 Aug 1969 | 31 Mar 1970 |
| | 20 Nov 1970 | 07 May 1971 |
| | 26 Dec 1965 | |
| RVNGC | 28 Dec 1965 | 31 Dec 1965 |
| | 02 Jan 1966 | 04 Jan 1966 |
| | 09 Jan 1966 | |
| | 15 Jan 1966 | 19 Jan 1966 |
| | 25 Feb 1966 | 26 Feb 1966 |
| | 28 Feb 1966 | 05 Mar 1966 |
| | 01 Apr 1966 | 02 Apr 1966 |
| | 25 May 1966 | |
| | 24 Jun 1966 | |
| | 27 Jun 1966 | 29 Jun 1966 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> |
|-------------------|--|
| | 28 Feb 1967 |
| | 07 Mar 1967 |
| | 11 Mar 1967 |
| | 13 Mar 1967 |
| | 16 Mar 1967 |
| | 20 Mar 1967 |
| | 29 Apr 1967 |
| | 16 May 1967 |
| | 21 Feb 1968 |
| | 27 Feb 1968 |
| | 12 Mar 1968 |
| | 22 Mar 1968 |
| | 25 Mar 1968 |
| | 06 Apr 1968 |
| | 13 Apr 1968 |
| | 17 Apr 1968 |
| | 13 May 1968 |
| | 26 May 1968 |
| | 04 Jul 1968 |
| | 02 Aug 1968 |
| | 27 Aug 1968 |
| | 30 Mar 1972 |
| VNSM | 17 Dec 1965 |
| | 11 Feb 1966 |
| | 21 Mar 1966 |
| | 27 Apr 1966 |
| | 25 Feb 1967 |
| | 17 Apr 1967 |
| | |
| | 21 Mar 1967 |
| | 01 May 1967 |
| | 18 May 1967 |
| | 25 Feb 1968 |
| | 07 Mar 1968 |
| | 18 Mar 1968 |
| | 23 Mar 1968 |
| | |
| | 11 Apr 1968 |
| | 14 Apr 1968 |
| | 20 Apr 1968 |
| | 14 May 1968 |
| | 27 May 1968 |
| | |
| | 18 Aug 1968 |
| | 14 Sep 1968 |
| | 15 Jul 1972 |
| | 23 Jan 1966 |
| | 06 Mar 1966 |
| | 10 Apr 1966 |
| | 09 Jul 1966 |
| | 21 Mar 1967 |
| | 07 May 1967 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> |
|-------------------|--|
| | 01 Jun 1967 |
| | 27 Jun 1967 |
| | 20 Feb 1968 |
| | 06 Apr 1968 |
| | 09 May 1968 |
| | 04 Jun 1968 |
| | 13 Jun 1968 |
| | 21 Jul 1968 |
| | 27 Aug 1968 |
| | 31 Aug 1969 |
| | 03 Oct 1969 |
| | 23 Nov 1969 |
| | 17 Jan 1970 |
| | 07 Mar 1970 |
| | 18 Nov 1970 |
| | 29 Dec 1970 |
| | 23 Jan 1971 |
| | 09 Mar 1971 |
| | 17 Mar 1971 |
| | 17 Apr 1971 |
| | 07 Feb 1972 |
| | 25 Mar 1972 |
| | 11 May 1972 |
| | 12 Jun 1972 |
| | 24 Jul 1972 |
| | 27 Aug 1972 |
| PUC | 26 Feb 1967 |
| | |
| | 18 Jun 1967 |
| | 31 Jul 1967 |
| | 25 Mar 1968 |
| | 20 Apr 1968 |
| | 30 May 1968 |
| | 05 Jun 1968 |
| | 07 Jul 1968 |
| | 18 Aug 1968 |
| | 14 Sep 1968 |
| | 25 Sep 1969 |
| | 28 Oct 1969 |
| | 18 Dec 1969 |
| | 12 Feb 1970 |
| | 27 Mar 1970 |
| | 08 Dec 1970 |
| | 15 Jan 1971 |
| | 20 Feb 1971 |
| | 15 Mar 1971 |
| | 10 Apr 1971 |
| | 04 May 1971 |
| | 09 Mar 1972 |
| | 02 May 1972 |
| | 01 Jun 1972 |
| | 14 Jul 1972 |
| | 17 Aug 1972 |
| | 14 Sep 1972 |
| | 30 Jul 1967 |



A squadron A-4E Skyhawk preparing to launch on a combat mission from Bon Homme Richard (CVA 31) during her deployment to Vietnam in 1967.

VA-213

Lineage

Established as Attack Squadron TWO HUNDRED THIRTEEN (VA-213) on 15 September 1948.

It is believed the squadron was disestablished sometime in May 1949. It was the first squadron to be assigned the VA-213 designation.

Squadron Insignia and Nickname

There is no record of an officially approved insignia for the squadron.

Nickname: unknown.

Chronology of Significant Events

Sep 1948: The squadron was established with the mission of being an all-weather attack unit and part of a carrier air group that was to be all-weather capable. Squadron personnel attended instrument training at the Fleet All-Weather Training Unit, Pacific.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------|------------------------|
| NAS Seattle | 15 Sep 1948 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|------------------------|-----------------------------|
| LCDR H. Suerstedt, Jr. | 15 Sep 1948 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| TBM-3E | Jan 1949 |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-21 | * | 15 Sep 1948 |

* There is no record of a tail code being assigned to CVG-21 for the period of its existence from 15 September 1948 to 15 March 1949.

VA-214

Lineage

Established as Attack Squadron TWO HUNDRED FOURTEEN (VA-214) on 15 September 1948.

Disestablished on 16 May 1949. The first squadron to be assigned the VA-214 designation.

Squadron Insignia and Nickname

There is no record of an officially approved insignia for the squadron.

Nickname: unknown.

Chronology of Significant Events

Sep 1948: The squadron was established with the mission of being an all-weather attack unit and part of a carrier air group that was to be all-weather capable. Squadron personnel attended instrument training at the Fleet All-Weather Training Unit, Pacific.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------|------------------------|
| NAS Seattle | 15 Sep 1948 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|--------------------------------|-----------------------------|
| LT William H. Bartles (acting) | 15 Sep 1948 |
| LCDR Joseph A. Riley | Nov 1948 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| TBM-3E | Jan 1949 |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-21 | * | 15 Sep 1948 |

* There is no record of a tail code being assigned to CVG-21 for the period of its existence from 15 September 1948 to 15 March 1949.

SECOND VA-214

Lineage

Established as Fighter Squadron TWO HUNDRED FOURTEEN (VF-214) on 30 March 1955.

Redesignated Attack Squadron TWO HUNDRED FOURTEEN (VA-214) on 11 October 1956.

Disestablished on 1 August 1958. The second squadron to be assigned the VA-214 designation.

Squadron Insignia and Nickname



The squadron's thunderbird insignia.

The squadron's insignia was approved by CNO on 5 December 1955. Colors for the thunderbird insignia were: a light blue background with a yellow border; black stylized thunderbird; yellow and red flame; and white double arrow shafts.

Nickname: Volunteers, 1957–1958.

Chronology of Significant Events

6 Jan 1958: VA-214 was the first squadron on the west coast to make an extended deployment to the western Pacific with the new FJ-4B Fury.

Home Port Assignment

| Location | Assignment Date |
|-------------------|-----------------|
| NAS Moffett Field | 30 Mar 1955 |



The squadron's acting commanding officer, Lieutenant Commander R. M. Soule, delivering the squadron's first aircraft, an FJ-3 Fury, at NAS Moffett Field, California, March 1955.

Commanding Officers

| | Date Assumed Command |
|---------------------------|----------------------|
| LCDR R. M. Soule (acting) | 30 Mar 1955 |
| CDR L. T. Raynor | 07 Jun 1955 |
| CDR R. D. King | 21 Sep 1956 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| FJ-3 | 31 Mar 1955 |
| F9F-8 | Nov 1955 |
| FJ-4B | 18 Jun 1957 |



A squadron F9F-8 Cougar aboard Yorktown (CVA-10), circa 1956 (Courtesy Robert Lawson Collection).

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 19 Mar 1956 | 13 Sep 1956 | ATG-4 | CVA 10 | F9F-8 | WestPac |
| 06 Jan 1958 | 02 Jul 1958 | ATG-4 | CVA 12 | FJ-4B | WestPac |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| ATG-4 | Z*/ND† | 30 Mar 1955 |

* The tail code Z for ATG-4 was assigned on 24 July 1956.

† The tail code was changed from Z to ND in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).



A flight of squadron FJ-4Bs, circa 1957 or 1958.

VA-215

Lineage

Established as Attack Squadron TWO HUNDRED FIFTEEN (VA-215) on 22 June 1955.

Disestablished on 31 August 1967. The first squadron to be assigned the VA-215 designation.



The barn owl insignia used by the squadron.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 20 August 1956. The insignia colors are not on record.

Nickname: Barn Owls, early 1960's–1967.

Chronology of Significant Events

Aug–Nov 1958: VA-215, operating from *Lexington* (CVA 16), conducted flight operations in the Formosa Straits due to the tension surrounding the Chinese Communist shelling of the Quemoy Islands.

24 Mar 1959: The squadron's commanding officer, Commander P. Rippa, was killed on a training flight in Yosemite Valley.

Mar 1961: *Lexington*, with VA-215 embarked, operated off the coast of Thailand as a result of the deteriorating position of Laotian government forces against the Pathet Lao. Units of *Lexington's* air group flew reconnaissance missions over Laos.

15 Apr 1962: Embarked in *Hancock* (CVA 19), the squadron operated off the coast of South Vietnam during the arrival of the first USMC advisor unit in the Republic of Vietnam.

May 1962: VA-215 and other CVG-21 squadrons from *Hancock* were prepared to support a U.S. Marine Corps unit that landed in Bangkok and moved by air to Udorn. The Marine landing was at the request of the Thai goverment because of its concerns surround-

ing the success of Pathet Lao forces along the Thai-Laotian border.

Sep 1963: VA-215, embarked in *Hancock*, operated off the coast of Taiwan due to increased tensions between the People's Republic of China and the Republic of China.

Nov 1963: VA-215, embarked in *Hancock*, operated off the coast of South Vietnam following the coup that overthrew President Diem.

Dec 1964: Squadron aircraft participated in its first Barrell Roll operations, armed reconnaissance and strike missions along infiltration routes in Laos.

Feb 1965: Skyraiders from the squadron participated in Flaming Dart operations, reprisal attacks against military targets in North Vietnam.

Mar–May 1965: The squadron's Skyraiders participated in special operations in Southeast Asia, including the Rolling Thunder campaign, strikes against designated military targets in North Vietnam.

5 Mar 1966: The squadron's commanding officer, Commander R. C. Hessom, was killed in action during a mission over North Vietnam.

Mar 1966: Squadron aircraft participated in Operation Jackstay, providing close air support for amphibious operations that cleared the Rung Sat zone, the river channels, southeast of Saigon.

Home Port Assignments

| Location | Assignment Date |
|-------------------|-----------------|
| NAS Moffett Field | Jun 1955 |
| NAS Alameda | Dec 1963 |

Commanding Officers

| | Date Assumed Command |
|-----------------------------------|----------------------|
| CDR E. E. Kerr | Jun 1955 |
| LCDR W. A. Skon | Mar 1957 |
| CDR O. N. Ford | Apr 1958 |
| LCDR Peter Rippa | Jan 1959 |
| LCDR J. L. Morrison, Jr. (acting) | 24 Mar 1959 |
| CDR H. Broadbent, Jr. | 03 Apr 1959 |
| CDR G. A. Buckowski | 04 Apr 1960 |
| CDR L. A. Dewing | 12 Jun 1961 |
| CDR F. W. Brown, Jr. | 12 Jun 1962 |
| CDR Richard J. Licko | 22 Jun 1963 |
| CDR Donald E. Brubaker | 03 Jun 1964 |
| CDR Robert C. Hessom | 01 Mar 1965 |
| CDR Frederick L. Nelson | 05 Mar 1966 |
| CDR George A. Carlton | Jan 1967 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| AD-6* | Aug 1955 |
| AD-7* | Jun 1961 |

* The AD-6 and AD-7 designations were changed to A-1H and A-1J in 1962.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 16 Aug 1956 | 28 Feb 1957 | CVG-21 | CVA 31 | AD-6 | WestPac |
| 14 Jul 1958 | 19 Dec 1958 | CVG-21 | CVA 16 | AD-6 | WestPac |
| 26 Apr 1959 | 02 Dec 1959 | CVG-21 | CVA 16 | AD-6 | WestPac |
| 29 Oct 1960 | 06 Jun 1961 | CVG-21 | CVA 16 | AD-6 | WestPac |
| 02 Feb 1962 | 24 Aug 1962 | CVG-21 | CVA 19 | AD-6/7 | WestPac |
| 07 Jun 1963 | 16 Dec 1963 | CVG-21 | CVA 19 | A-1H/J | WestPac |
| 21 Oct 1964 | 29 May 1965 | CVW-21 | CVA 19 | A-1H/J | WestPac/Vietnam |
| 10 Nov 1965 | 01 Aug 1966 | CVW-21 | CVA 19 | A-1H/J | WestPac/Vietnam |
| 26 Jan 1967 | 25 Aug 1967 | CVW-21 | CVA 31 | A-1H/J | WestPac/Vietnam |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-21/CVW-21† | G/NP* | 01 Jul 1955 |

* The tail code was changed from G to NP in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

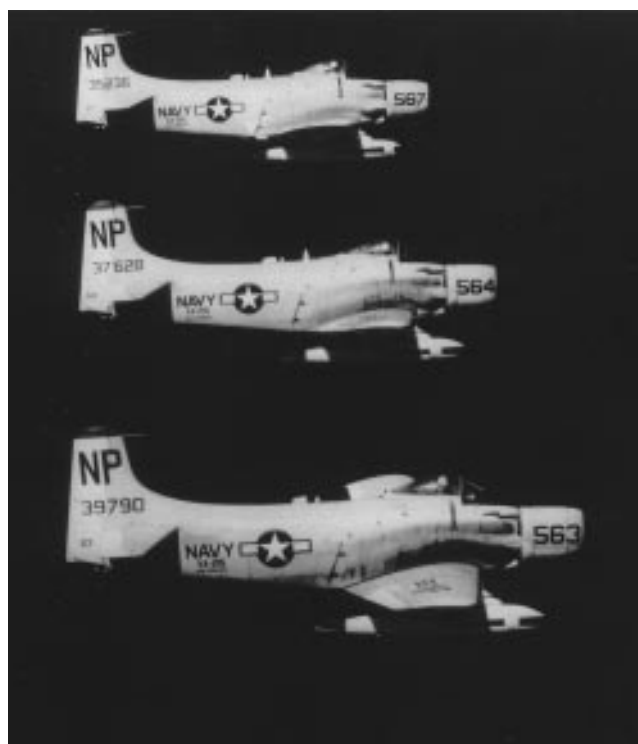
† CVG-21 was redesignated CVW-21 when Carrier Air Groups (CVG) were redesignated Carrier Air Wings (CVW) on 20 December 1963.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| AFEM | 15 Aug 1958 | 17 Aug 1958 |
| | 27 Aug 1958 | 16 Sep 1958 |
| | 14 Sep 1958 | |
| | 26 Sep 1958 | 15 Oct 1958 |
| | 02 Oct 1958 | |
| | 06 Oct 1958 | |
| | 10 Nov 1958 | 15 Nov 1958 |
| | 27 Nov 1958 | 28 Nov 1958 |
| | 28 Jun 1959 | 02 Jul 1959 |
| | 11 Jul 1959 | 16 Jul 1959 |
| | 17 Oct 1959 | 19 Oct 1959 |
| | 15 Dec 1960 | 24 Dec 1960 |
| | 01 Jan 1961 | 08 Jan 1961 |
| | 10 Mar 1962 | 14 Mar 1962 |
| | 14 Apr 1962 | 16 Apr 1962 |
| | 16 May 1962 | 18 May 1962 |
| | 04 Nov 1963 | 10 Nov 1963 |
| NUC | 07 Dec 1964 | 04 May 1965 |
| | 06 Dec 1965 | 25 Jul 1966 |
| RVNGC | 26 Dec 1965 | |
| | 28 Dec 1965 | 31 Dec 1965 |
| | 02 Jan 1966 | 04 Jan 1966 |
| | 09 Jan 1966 | |
| | 15 Jan 1966 | 19 Jan 1966 |
| | 25 Feb 1966 | 26 Feb 1966 |
| | 28 Feb 1966 | 05 Mar 1966 |
| | 01 Apr 1966 | 02 Apr 1966 |
| | 25 May 1966 | |
| | 24 Jun 1966 | |
| | 27 Jun 1966 | 29 Jun 1966 |
| | 28 Feb 1967 | |
| | 07 Mar 1967 | |
| | 11 Mar 1967 | |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| VNSM | 13 Mar 1967 | |
| | 16 Mar 1967 | |
| | 20 Mar 1967 | 21 Mar 1967 |
| | 29 Apr 1967 | 01 May 1967 |
| | 16 May 1967 | 18 May 1967 |
| | 17 Dec 1965 | 23 Jan 1966 |
| | 11 Feb 1966 | 06 Mar 1966 |
| | 21 Mar 1966 | 10 Apr 1966 |
| | 27 Apr 1966 | 09 Jul 1966 |
| | 25 Feb 1967 | 21 Mar 1967 |
| | 17 Apr 1967 | 07 May 1967 |
| | 01 Jun 1967 | 18 Jun 1967 |
| | 27 Jun 1967 | 31 Jul 1967 |
| PUC | 26 Feb 1967 | 30 Jul 1967 |
| | 01 Jul 1965 | 31 Dec 1966 |
| NAVE | | |
| | | |



A flight of squadron A-1H Skyraiders during their deployment aboard Hancock (CVA 19) in 1965.

SECOND VA-215

Lineage

Established as Attack Squadron TWO HUNDRED FIFTEEN (VA-215) on 1 March 1968.

Disestablished on 30 September 1977. The second squadron to be assigned the VA-215 designation.

Squadron Insignia and Nickname

The squadron's insignia was not submitted to CNO for approval. The insignia used by VA-215 incorporated



The squadron's insignia used elements from the first VA-215 insignia and also used the name *Barn Owls*.

a section of the first VA-215's insignia. Colors for this insignia were: a white background outlined by two rows of alternating green and white squares outlined in black; the stylized owl's head was silver with black markings, green eyes, and green plumage and wings, outlined in black; white scroll outlined in black with green lettering and the nickname, Barn Owls, in black.

Nickname: Barn Owls, 1968–1977

Chronology of Significant Events

1 Mar 1968: Following establishment, the squadron remained under the operational control of VA-122 during its training in the A-7 Corsair II.

14 Jan 1969: The squadron was embarked in *Enterprise* (CVAN 65), conducting operational training in Hawaiian waters prior to deployment when a major fire occurred on the flight deck of the carrier. Several squadron personnel were presented with citations from the Secretary of the Navy and the Commanding Officer of *Enterprise* for heroism during the fire.

16 Apr 1969: *Enterprise*, with VA-215 embarked, departed Yankee Station enroute to Korean waters in response to the downing of a Navy EC-121 aircraft by the North Koreans on 15 April. The squadron operated in the Sea of Japan and the Yellow Sea until 11 May.

Dec 1972: The squadron participated in Linebacker II operations, concentrated air strikes against North Vietnam.

Feb 1973: Following the cease fire with North Vietnam, the squadron flew combat missions in Laos until a cease fire was signed with that country on 22 February 1973.

Nov 1973: *Oriskany* (CVA 34), with VA-215 embarked, departed from operations in the South China Sea to relieve *Hancock* (CVA 19) on station in the Arabian Sea due to the unsettled conditions following the Yom Kippur War in the Middle East.

Oct 1976–Apr 1977: This was the twilight cruise of the *Roosevelt*, CVW-19 and VA-215.

Home Port Assignments

| Location | Assignment Date |
|-------------|-----------------|
| NAS Lemoore | 01 Mar 1968 |

Commanding Officers

| | Date Assumed Command |
|----------------------------|----------------------|
| CDR George E. LeBlanc, Jr. | 01 Mar 1968 |
| CDR D. L. McConnell | 08 May 1969 |
| CDR W. H. Beck | Apr 1970 |
| CDR Paul E. Phillips | 19 Mar 1971 |
| CDR James F. Crummer | 20 Mar 1972 |
| CDR Douglas E. French | 04 May 1973 |
| CDR Riley D. Mixson | 26 Jul 1974 |
| CDR John J. Schultz | 31 Oct 1975 |
| CDR Gary L. Harter | 01 Dec 1976 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| A-7B | Jul 1968 |

Major Overseas Deployments

| Date of Departure | Date of Return | Air Wing | Carrier | Type of Aircraft | Area of Operation |
|-------------------|----------------|----------|---------|------------------|-------------------|
| 06 Jan 1969 | 02 Jul 1969 | CVW-9 | CVAN 65 | A-7B | WestPac/Vietnam |
| 02 Jan 1970 | 27 Jul 1970 | CVW-6 | CVA 42 | A-7B | Med |
| 14 May 1971 | 18 Dec 1971 | CVW-19 | CVA 34 | A-7B | WestPac/Vietnam |
| 05 Jun 1972 | 30 Mar 1973 | CVW-19 | CVA 34 | A-7B | WestPac/Vietnam |
| 18 Oct 1973 | 05 Jun 1974 | CVW-19 | CVA 34 | A-7B | WestPac/IO |
| 16 Sep 1975 | 03 Mar 1976 | CVW-19 | CV 34 | A-7B | WestPac |
| 04 Oct 1976 | 21 Apr 1977 | CVW-19 | CV 42 | A-7B | Med |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVW-9 | NG | Sep 1968 |
| CVW-6 | AE | Jul 1969 |
| CVW-19 | NM | 10 Dec 1970 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| AFEM | 20 Apr 1969 | 11 May 1969 |
| VNSM | 30 Mar 1969 | 18 Apr 1969 |
| | 22 May 1969 | 24 May 1969 |
| | 29 May 1969 | 17 Jun 1969 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 15 Jun 1971 | 10 Jul 1971 |
| | 24 Jul 1971 | 07 Aug 1971 |
| | 03 Sep 1971 | 27 Sep 1971 |
| | 29 Oct 1971 | 21 Nov 1971 |
| | 26 Jun 1972 | 23 Jul 1972 |
| | 16 Aug 1972 | 01 Sep 1972 |
| | 11 Sep 1972 | 28 Sep 1972 |
| | 08 Oct 1972 | 31 Oct 1972 |
| | 24 Nov 1972 | 18 Dec 1972 |
| | 27 Dec 1972 | 31 Jan 1973 |
| | 10 Feb 1973 | 06 Mar 1973 |
| MUC | 28 Jun 1972 | 06 Mar 1973 |



A formation of squadron A-7B Corsair IIs in 1972.

VA-216

Lineage

Established as Attack Squadron TWO HUNDRED SIXTEEN (VA-216) on 30 March 1955.

Disestablished on 1 August 1970. The first squadron to be assigned the VA-216 designation.



The Black Diamond insignia.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 28 March 1956. Colors for the insignia were black and white. The background was black with a white and black border; the shield and weapons were white with

black markings; the scroll was white outlined in black with black lettering.

Nickname: Black Diamonds, 1956–1970.

Chronology of Significant Events

Sep 1958: VA-216, embarked in *Bennington* (CVA 20), operated in the Formosa Straits during the Chinese Communist shelling of Quemoy and Matsu.

1 Jul 1959: A reorganization by the Commander Naval Air Force, Pacific directed VA-216 and VA-192 to swap aircraft and all personnel. Commander Baumgaertel, the commanding officer of VA-192, became the commanding officer of VA-216 and all other personnel assigned to VA-192 were reassigned to VA-216. The FJ-4Bs that had been assigned to VA-192 were transferred to VA-216. This exchange was similar to a redesignation, but for reasons that are not on record, it was officially directed as an “exchange” rather than as a “redesignation.”

Mar 1961: VA-216, embarked in *Lexington* (CVA 16), was ordered to operate off the coast of Thailand as a result of the deteriorating position of Laotian government forces against the Pathet Lao. Units of *Lexington's* air group flew reconnaissance missions over Laos.

Apr 1962: VA-216, embarked in *Hancock* (CVA 19), operated off the coast of South Vietnam during the arrival of the first USMC advisor unit in the Republic of Vietnam.

May 1962: The squadron, along with other CVG-21 units embarked in *Hancock*, were prepared to support a U.S. Marine Corps unit that landed in Bangkok and moved by air to Udorn. The Marine landing was at the request of the Thai government because of its concerns surrounding the success of Pathet Lao forces along the Thai-Laotian border.

Sep 1963: VA-216, embarked in *Hancock*, operated off the coast of Taiwan due to increased tensions between the People's Republic of China and the Republic of China.

Nov 1963: Embarked in *Hancock*, the squadron operated off the coast of South Vietnam following the coup that overthrew President Diem.

29 Dec 1964–May 1965: VA-216 participated in Yankee Team operations, armed reconnaissance flights over Laos, and Barrel Roll operations, armed reconnaissance and strike missions in eastern Laos covering the infiltration routes used by the Communists.

7 Feb 1965: VA-216 participated in Flaming Dart I operations, striking the Dong Hoi Barracks. These reprisal attacks against targets in North Vietnam were in response to the shelling of an American advisors compound at Pleiku by the Viet Cong.

11 Feb 1965: The squadron participated in Flaming Dart II operations, reprisal attacks against the barracks at Chanh Hoa, North Vietnam.

Mar–May 1965: VA-216's Skyhawks participated in the Rolling Thunder campaign, strikes against designated military targets in North Vietnam.

Mar 1966: Squadron aircraft participated in Operation Jackstay, providing close air support for the amphibious operations that cleared the Rung Sat zone, the river channels, southeast of Saigon.

1 May 1966: Lieutenant C. O. Tolbert was awarded the Silver Star for his actions during a combat mission over North Vietnam involving the Xom Dom Dien supply area and the sighting of a SAM missile battery which was destroyed in a later mission.

7 Jul 1966: The squadron's commanding officer, Commander C. Birdwell, was awarded the Silver Star for his actions in a strike against the Haiphong POL storage area.

Jun 1970: VA-216, embarked in *Forrestal* (CVA 59), operated in the Eastern Mediterranean after American hostages were taken by the Popular Front for the Liberation of Palestine in Amman, Jordan. The squadron, along with other units of CVW-17, were available also for air support during the evacuation of Americans from Jordan.



A formation of squadron AD-4NA Skyraiders, July 1956 (Courtesy Robert Lawson Collection).

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-------------------|------------------------|
| NAS Moffett Field | 30 Mar 1955 |
| NAS Lemoore | Sep 1961 |
| NAS Alameda | 01 Aug 1968 |

Commanding Officers—Continue

| <i>Date Assumed Command</i> |
|-----------------------------|
| 10 Oct 1967 |
| 17 Dec 1968 |
| 19 Sep 1969 |

Commanding Officers

| <i>Date Assumed Command</i> |
|-----------------------------|
| 30 Mar 1955 |
| Sep 1956 |
| 13 Feb 1959 |
| 01 Jul 1959 |
| 09 Oct 1959 |
| 05 Jul 1961 |
| 02 Dec 1961 |
| 06 Jan 1962 |
| 31 Dec 1962 |
| 10 Nov 1963 |
| 07 Nov 1964 |
| 1965 |
| 21 Oct 1966 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| AD-4 | Apr 1955 |
| AD-4NA | Apr 1955 |
| AD-5 | May 1955 |
| AD-4B | Jul 1955 |
| AD-7 | Oct 1956 |
| AD-6 | Jul 1958 |
| A4D-2 | 16 Feb 1959 |
| FJ-4B | 01 Jul 1959 |
| A4D-2N/A-4C* | 04 Sep 1962 |
| A-4B | Aug 1966 |
| A-4C | 1968 |
| A-4E | 13 Jun 1969 |

* The A4D-2N designation was changed to A-4C in 1962.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 19 Mar 1956 | 13 Sep 1956 | ATG-4 | CVA 10 | AD-4B/NA | WestPac |
| 06 Jan 1958 | 02 Jul 1958 | ATG-4 | CVA 12 | AD-7 | WestPac |
| 21 Aug 1958 | 12 Jan 1959 | ATG-4 | CVA 20 | AD-6 | WestPac |
| 29 Oct 1960 | 06 Jun 1961 | CVG-21 | CVA 16 | FJ-4B | WestPac |
| 02 Feb 1962 | 24 Aug 1962 | CVG-21 | CVA 19 | FJ-4B | WestPac |
| 07 Jun 1963 | 16 Dec 1963 | CVG-21 | CVA 19 | A-4C | WestPac |
| 21 Oct 1964 | 29 May 1965 | CVW-21 | CVA 19 | A-4C | WestPac/Vietnam |
| 10 Nov 1965 | 01 Aug 1966 | CVW-21 | CVA 19 | A-4C | WestPac/Vietnam |
| 02 May 1967 | 06 Dec 1967 | CVW-3 | CVA 60 | A-4B | Med |
| 07 Sep 1968 | 18 Apr 1969 | CVW-15 | CVA 43 | A-4C | WestPac/Vietnam |
| 02 Dec 1969 | 08 Jul 1970 | CVW-17 | CVA 59 | A-4E | Med |



Two squadron FJ-4B Fury aircraft on Hancock's (CVA 19) flight deck during her deployment to WestPac in 1962.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| ATG-4 | Z*/ND† | 30 Mar 1955 |
| CVG-21 | NP | 01 Jul 1959‡ |
| COMFAIRALAMEDA | | 01 Sep 1966 |
| CVW-3 | AC | 01 Feb 1967 |
| COMFAIRALAMEDA | | 09 Dec 1967 |
| CVW-15 | NL | 1968§ |
| CVW-17 | AA | 1969 |

* The tail code Z for Air Task Group 4 (ATG-4) was assigned on 24 July 1956.

† The tail code was changed from Z to ND in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

‡ ATG-4 was disestablished on 19 January 1959. VA-216 was assigned to CVG-21 on 1 July 1959 but was not an active part of the Air Group until its return from deployment in December 1959.

§ VA-216 probably joined CVW-15 upon the air wing's return from its deployment in April 1968.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NAVE | 01 Jul 1957 | 30 Jun 1958 |
| AFEM | 15 Dec 1960 | 24 Dec 1960 |
| | 01 Jan 1961 | 08 Jan 1961 |
| | 10 Mar 1962 | 14 Mar 1962 |
| | 14 Apr 1962 | 16 Apr 1962 |
| | 16 May 1962 | 18 May 1962 |
| | 04 Nov 1963 | 10 Nov 1963 |
| | 07 Dec 1964 | 04 May 1965 |
| | 06 Dec 1965 | 25 Jul 1966 |
| | 10 Oct 1968 | 31 Mar 1969 |
| NUC | | |
| RVNGC | 26 Dec 1965 | |
| | 28 Dec 1965 | 31 Dec 1965 |
| | 02 Jan 1966 | 04 Jan 1966 |
| | 09 Jan 1966 | |
| | 15 Jan 1966 | 19 Jan 1966 |
| | 25 Feb 1966 | 26 Feb 1966 |
| | 28 Feb 1966 | 05 Mar 1966 |
| | 01 Apr 1966 | 02 Apr 1966 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> |
|-------------------|--|
| 25 May 1966 | |
| 24 Jun 1966 | |
| 27 Jun 1966 | 29 Jun 1966 |
| 15 Oct 1968 | |
| 17 Oct 1968 | 18 Oct 1968 |
| 21 Oct 1968 | |
| 25 Oct 1968 | 27 Oct 1968 |
| 14 Nov 1968 | 16 Nov 1968 |
| 23 Nov 1968 | |
| 25 Nov 1968 | |
| 01 Dec 1968 | 02 Dec 1968 |
| 04 Dec 1968 | 05 Dec 1968 |
| 30 Dec 1968 | |
| 01 Jan 1969 | 03 Jan 1969 |
| 05 Jan 1969 | |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> |
|-------------------|--|
| 07 Jan 1969 | 10 Jan 1969 |
| 14 Jan 1969 | 19 Jan 1969 |
| 22 Jan 1969 | |
| 24 Jan 1969 | |
| 26 Jan 1969 | |
| 09 Feb 1969 | 20 Feb 1969 |
| 22 Feb 1969 | 03 Mar 1969 |
| 19 Mar 1969 | 31 Mar 1969 |
| 17 Dec 1965 | 23 Jan 1966 |
| 11 Feb 1966 | 06 Mar 1966 |
| 21 Mar 1966 | 10 Apr 1966 |
| 27 Apr 1966 | 09 Jul 1966 |
| 29 Dec 1968 | 30 Jan 1969 |
| 08 Feb 1969 | 03 Mar 1969 |
| 19 Mar 1969 | 30 Mar 1969 |



Two squadron A-4C Skyhawks in flight, circa 1964–1965.

VA-304

Lineage

Established as Attack Squadron THREE HUNDRED FOUR (VA-304) on 1 July 1970.

Disestablished on 31 December 1994. The first squadron to be assigned the VA-304 designation.



The squadron's skull and phoenix insignia.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 21 January 1971. Colors for the insignia were: a black background with a white border; the outline of the phoenix is red and the claws are black; white skull with shades of gray; and a black scroll with red lettering.

Nickname: Firebirds, 1970–1994.

Chronology of Significant Events

1 Jul 1970: VA-304, a reserve squadron, established as part of a reorganization intended to increase the combat readiness of the Naval Air Reserve Force. Elements of reserve unit, VA-20G3, were used to form the newly established VA-304.

May 1987: VA-304 operated from the Canadian Forces Base at Edmonton, Alberta, while participating in exercise Rendezvous 87-Bold Warrior. The exercise was a mock full-scale battle between elements of the Canadian Armed Forces with VA-304 acting as an aggressor force.

Aug 1988: VA-304 was the first reserve squadron to receive and operate the A-6E Intruder.



A squadron A-4C Skyhawk, circa 1970 or 1971.

Home Port Assignments

| Location | Assignment Date |
|-------------|-----------------|
| NAS Alameda | 01 Jul 1970 |

Commanding Officers

| Date Assumed Command | |
|----------------------|-------------------------|
| 01 Jul 1970 | CDR John H. Thompson |
| 01 Jul 1971 | CDR Peter L. Hammes |
| 21 Jan 1973 | CDR Jerry V. Kirk |
| 20 Jul 1974 | CDR Raymond G. Blake |
| 17 Jan 1976 | CDR David M. Boaz |
| Jan 1978 | CDR Matthew A. McCarthy |
| 20 Oct 1979 | CDR Frank J. Bender |
| Jun 1981 | CDR R. F. Bush |
| Mar 1983 | CDR D. B. Ashworth |
| Sep 1984 | CDR Thomas W. Hearn |
| 20 Apr 1986 | CDR Donald K. Simmons |
| 26 Apr 1987 | CDR Daniel R. Kestly |
| 16 Oct 1988 | CDR Michael F. Dibello |
| 20 May 1990 | CDR John R. Hines, Jr. |
| 16 Nov 1991 | CDR Robert S. Mull, Jr. |
| 22 May 1993 | CDR William A. Roig |
| 25 Jun 1994 | CDR Craig C. Groom |



A squadron A-7A Corsair II at NAS Alameda, California, in 1975.

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| A-4C | Jul 1970 |
| A-7A | 06 Aug 1971 |
| A-7B | Sep 1977 |
| A-7E | Sep 1986 |
| KA-6D | 22 Jul 1988 |
| A-6E | 05 Aug 1988 |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVWR-30 | ND | 01 Jul 1970 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| MUC | 01 Nov 1973 | 30 Nov 1975 |
| NAVE | 01 Jul 1974 | 30 Sep 1976 |



Two squadron A-6 Intruders over the Golden Gate Bridge.

VA-776

Lineage

Reserve Attack Squadron SEVEN HUNDRED SEVENTY SIX (VA-776) called to active duty on 27 January 1968*.

Deactivated and returned to reserve status on 18 October 1968.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 21 November 1963. Colors for the insignia were: a blue background outlined in gold; white cloud outlined in black; gold eagle with black markings; gray liberty bell with black markings and the cross bar holding the bell was brown with black markings; orange bombs and the scroll was gold with black lettering.



The squadron's liberty bell insignia.

Nickname: unknown.

* Few records exist for reserve squadrons prior to 1970. They did not submit history reports until 1970.

Chronology of Significant Events

27 Jan 1968: The President directed the activation of VA-776 following the capture of *Pueblo* (AGER 2) by a North Korean patrol boat on 23 January 1968.

Home Port Assignments

| Location | Assignment Date |
|------------------|-----------------|
| NAS Los Alamitos | 27 Jan 1968 |
| NAS Lemoore | 13 Jun 1968 |

Commanding Officers

| | Date Assumed Command |
|----------------------------|----------------------|
| CDR Milton E. Johnson, Jr. | 27 Jan 1968 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| A-4B | Feb 1968 |
| TA-4F | Jun 1968 |
| A-4E | Jun 1968 |

Air Wing Assignments

| Air Wing | Tail Code | Assignment Date |
|----------------|-----------|-----------------|
| COMFAIRALAMEDA | NR* | 27 Jan 1968 |

* This tail code was also assigned two other activated reserve squadrons, VA-873 and VF-703.



A squadron A-4B Skyhawk (Courtesy Robert Lawson Collection).

VA-831

Lineage

Reserve Attack Squadron EIGHT HUNDRED THIRTY ONE (VA-831) called to active duty on 27 January 1968*.

Deactivated and returned to reserve status on 18 October 1968.

Squadron Insignia and Nickname

There is no record of an officially approved insignia. Nickname: unknown.

Chronology of Significant Events

27 Jan 1968: The President directed the activation of VA-831 following the capture of *Pueblo* (AGER 2) by a North Korean patrol boat on 23 January 1968.

1 Jul 1968: The squadron was the first activated reserve unit on the east coast to be assigned to an operational air wing.

* Few records exist for reserve squadrons prior to 1970. They did not submit history reports until 1970.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------|------------------------|
| NAS New York | 27 Jan 1968 |
| NAS Cecil Field | 30 May 1968 |

Commanding Officers

| <i>Date Assumed Command</i> |
|-----------------------------|
| CDR Raymond Ketcham |
| 27 Jan 1968 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| A-4B | Jan 1968 |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|---------------------|------------------|------------------------|
| COMFAIRJACKSONVILLE | MA* | 1968 |
| CVW-1 | AB | 01 Jul 1968 |

* This tail code was also assigned two other activated reserve squadrons, VF-661 and VF-931.



A squadron A-4 Skyhawk, circa 1968 (Courtesy Duane Kasulka Collection).

VA-873

Lineage

Reserve Attack Squadron EIGHT HUNDRED SEVENTH THREE (VA-873) called to active duty on 27 January 1968*.

Deactivated and returned to reserve status on 12 October 1968.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 16 March 1964. Colors for the insignia were: a white and blue background outlined in black; the blue background section had five white stars and the white section had a gold outline of San Francisco's Golden Gate with two blue rows of waves beneath the bridge; separating the two sections was a stylized aircraft in black with a red flame coming from the tail; the scroll was white outlined in black with black lettering.



The squadron's insignia used a stylized aircraft design with stars in the upper half and the Golden Gate Bridge in the lower part.

Nickname: unknown.

* Few records exist for reserve squadrons prior to 1970. They did not submit history reports until 1970.

Chronology of Significant Events

27 Jan 1968: The President directed the activation of VA-873 following the capture of *Pueblo* (AGER 2) by a North Korean patrol boat on 23 January 1968.

Home Port Assignments

| Location | Assignment Date |
|-------------|-----------------|
| NAS Alameda | 27 Jan 1968 |

Commanding Officers

| | Date Assumed Command |
|---------------------------|----------------------|
| CDR Glen W. Stinnett, Jr. | 27 Jan 1968 |

Aircraft Assignment

| Type of Aircraft | Date | Type First Received |
|------------------|------|---------------------|
| A-4B | | 27 Jan 1968 |
| A-4C | | May 1968 |

Air Wing Assignments

| Air Wing | Tail Code | Assignment date |
|----------------|-----------|-----------------|
| COMFAIRALAMEDA | NR* | 27 Jan 1968 |
| CVW-2 | NE | 01 Jul 1968 |
| COMFAIRALAMEDA | | 01 Oct 1968 |

* This tail code was also assigned to two other activated reserve squadrons, VA-776 and VF-703.



A squadron A-4 Skyhawk, circa 1968 (Courtesy Doug Olson Collection).

Heavy Attack Squadron Histories (VAH)

VAH-8 to VAH-123

VAH-8

Lineage

Established as Heavy Attack Squadron EIGHT (VAH-8) on 1 May 1957.

Disestablished on 17 January 1968. The first squadron to be assigned the VAH-8 designation.



The squadron's approved insignia.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 29 April 1958. Colors for the insignia were not available.

Nickname: Fireballers, 1959–1968.

Chronology of Significant Events

13 Mar 1960: All nine of the squadron's A3D-2 Skywarriors were launched from the deck of *Midway* (CVA 41), while deployed to WestPac, and flew a formation trans-Pacific flight of 4,800 miles to their home port of NAS Whidbey Island. Refueling stops were made at NAS Barbers Point and Alameda. The total flight time was 10.9 hours and the aircraft arrived at NAS Whidbey Island on 15 March.

Mar–Apr 1961: The squadron, while deployed aboard *Midway*, operated in the South China Sea due to the deteriorating position of Laotian government forces.

13 Mar 1962: During exercise Potshot, squadron A3Ds were launched from *Midway* carrying Marine paratroopers who were dropped on a target site at Camp Pendleton.

12 Dec 1963: The squadron's commanding officer, Commander C. E. Guthrie, was killed in an aircraft

accident. His aircraft, while returning to NAS Cubi Point from a training flight, crashed into Mount Silanguin. The crewmembers, Lieutenant Ray G. English and ATCS Russell J. Marshall were also killed in the accident.

Apr 1965: The squadron participated in its first combat operations. Bombing missions were performed against targets such as army camps and marshalling yards during the combat deployment. Air-to-air refueling sorties for attack and fighter aircraft were also flown.

May–Jun 1966: The squadron's A-3B aircraft left *Constellation* (CVA 64), in late May while in Hawaii, and flew to Cubi Point to await the arrival of *Constellation*. During the period prior to the carriers arrival in the Philippines, the squadron's aircraft flew operations in support of Yankee Team from *Ranger* (CVA 61) and *Enterprise* (CVAN 65). During the deployment, the squadron's primary mission was combat aerial refuelling in support of CVW-15 and other units flying missions in North Vietnam.

Home Port Assignments

| Location | Assignment Date |
|--------------------|-----------------|
| NAS North Island | 01 May 1957 |
| NAS Whidbey Island | 01 Jul 1957 |

Commanding Officers

| | Date Assumed Command |
|------------------------------|----------------------|
| CDR Halford Woodson (acting) | 01 May 1957 |
| CDR LeRoy B. Fraser | 28 Jun 1957 |
| CDR Halford Woodson | 21 Jun 1958 |
| CDR Frederick R. Fearnow | 29 Jan 1959 |
| CDR Cyrus F. Fitton | 05 Feb 1960 |
| CDR James T. Cockrill | 1961 |
| CDR Frank S. Haak | 30 Mar 1962 |
| CDR C. E. Guthrie | 01 Mar 1963 |
| CDR Archie B. Treadwell | 12 Dec 1963 |
| CDR Charles W. Cates | 04 Dec 1964 |
| CDR Ralph E. Neiger | 03 Dec 1965 |
| CDR Thomas P. Stewart | 14 Dec 1966 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| A3D-2/A-3B† | 12 Aug 1957 |
| F9F-8B* | 28 Aug 1957 |
| F3D-2* | 01 Sep 1957 |

Aircraft Assignment—Continued

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|---|---------------------------------|
| KA-3B | May 1967 |
| * These aircraft were used for training flights during the latter part of 1957. | |
| † The A3D-2 designation was changed to A-3B in 1962. | |

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|--------------------------|
| 14 Jul 1958 | 19 Dec 1958 | CVG-21 | CVA 16* | A3D-2 | WestPac |
| 16 Aug 1958 | 12 Mar 1959 | CVG-2 | CVA 41 | A3D-2 | WestPac |
| 15 Aug 1959 | 25 Mar 1960 | CVG-2 | CVA 41 | A3D-2 | WestPac |
| 16 Feb 1961 | 28 Sep 1961 | CVG-2 | CVA 41 | A3D-2 | WestPac |
| 06 Apr 1962 | 20 Oct 1962 | CVG-2 | CVA 41 | A3D-2 | WestPac |
| 08 Nov 1963 | 26 May 1964 | CVW-2 | CVA 41 | A-3B | WestPac |
| 06 Mar 1965 | 23 Nov 1965 | CVW-2 | CVA 41 | A-3B | WestPac/Vietnam |
| 12 May 1966 | 03 Dec 1966 | CVW-15 | CVA 64 | A-3B | WestPac/Vietnam |
| 29 Apr 1967 | 04 Dec 1967 | CVW-14 | CVA 64 | KA-3B | WestPac/Vietnam |

* VAH-8 Det L was embarked in *Lexington* (CVA 16) during its deployment to WestPac, operating with four squadron aircraft.



Two squadron A3D-2 Skywarriors fly over Midway (CVA 41) in 1959.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| COMHATWING-2* | NL/ZD† | 01 May 1957 |
| COMFAIRWHIDBEY | | 01 Jul 1959 |
| CVG-2‡/CVW-2§ | NE | 02 Jul 1959 |
| CVW-15 | NL | 15 Jan 1966 |
| CVW-14 | NK | 01 Jan 1967 |

* VAH-8 was assigned to Commander Heavy Attack Wing 2 and temporarily assigned to a Carrier Air Group during deployment.

† Each heavy attack squadron was assigned its own tail code. These tail codes were different from the ones assigned to the carrier air groups. VAH-8's tail code was changed from NL to ZD in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

‡ On 30 June 1959 COMHATWING-2 was disestablished and VAH-8 was administratively assigned to COMFAIRWHIDBEY. On 2 July 1959, CVG-2 was assigned as VAH-8's operational senior command. CVG-2 became VAH-8's administrative senior on 15 August 1959.

§ CVG-2 was redesignated CVW-2 when Carrier Air Groups (CVG) were redesignated Carrier Air Wings (CVW) on 20 December 1963.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NAVE | Mar 1964 | 30 Jun 1965 |
| AFEM | 06 Sep 1958 | 10 Sep 1958 |
| | 12 Sep 1958 | 29 Sep 1958 |
| | 12 Oct 1958 | 30 Oct 1958 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NUC | 11 Nov 1958 | 15 Nov 1958 |
| | 30 Nov 1958 | 12 Dec 1958 |
| | 24 Mar 1961 | 25 Mar 1961 |
| | 28 Mar 1961 | 07 Apr 1961 |
| | 08 Apr 1965 | 11 May 1965 |
| RVNGC | 19 May 1965 | 28 Jun 1965 |
| | 16 Apr 1965 | 04 Nov 1965 |
| | 29 May 1966 | 24 Nov 1966 |
| | 18 May 1967 | 26 Nov 1967 |
| | 05 Oct 1965 | |
| VNSM | 09 Oct 1965 | |
| | 21 Jun 1966 | 22 Jun 1966 |
| | 01 May 1967 | 01 Nov 1967 |
| | 22 Jul 1965 | 26 Aug 1965 |
| | 10 Sep 1965 | 09 Oct 1965 |
| | 18 Oct 1965 | 04 Nov 1965 |
| | 14 Jun 1966 | 13 Jul 1966 |
| | 27 Jul 1966 | 31 Aug 1966 |
| | 08 Sep 1966 | 01 Oct 1966 |
| | 08 Jun 1967 | 11 Jun 1967 |
| | 18 Jun 1967 | 25 Jul 1967 |
| | 01 Aug 1967 | 03 Sep 1967 |
| | 25 Sep 1967 | 15 Oct 1967 |
| | 24 Oct 1967 | 12 Nov 1967 |

VAH-15

Lineage

Established Heavy Attack Squadron FIFTEEN (VAH-15) on 15 January 1958.

Disestablished on 15 February 1959. The first squadron to be assigned the VAH-15 designation.

FILL IT UP!



The squadron's stylized aircraft insignia. Note the refueling line connecting the two aircraft.

Squadron Insignia and Nickname

There is no record of the squadron receiving CNO approval for its insignia. Colors for the insignia are unknown.

Nickname: unknown.

Chronology of Significant Events

Jan 1958: VAH-15 was established with the designation heavy attack

but its primary mission was to provide aerial refueling to the Naval Air Force, Atlantic Fleet.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------|------------------------|
| NAS Norfolk | 15 Jan 1958 |

Commanding Officers

| <i>Date Assumed Command</i> | |
|------------------------------------|-------------|
| LCDR Alfred G. Trube, Jr. (acting) | Jan 1958 |
| CDR Trazewell T. Shepard, Jr. | 13 Jun 1958 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| AJ-2 | Apr 1958 |
| TV-2 | Jul 1958 |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| NALCOLANTUNIT | GP | 1958 |



A squadron AJ-2 Savage at NAS Glenview, Illinois, circa 1958.

VAH-16

Lineage

Established as Heavy Attack Squadron SIXTEEN (VAH-16) on 15 January 1958.

Disestablished on 30 January 1959. The first squadron to be assigned the VAH-16 designation.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 25 July 1958. Colors for the insignia were: a background of alternating white and blue quadrants outlined in blue; light blue lightning bolt outlined in gold; white sword blade with a gold handle; and a blue scroll outlined in gold with red lettering.



The squadron's one and only insignia.

Nickname: unknown.

Chronology of Significant Events

1 Jul 1958: The squadron's primary heavy attack high altitude bombing mission was changed to aerial refueling.

13 Jun 1958: The squadron established Detachment A in Hawaii and then relocated it to Agana, Guam, with four AJ-2 aircraft.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|------------------|------------------------|
| NAS North Island | 15 Jan 1958 |

Commanding Officers

| <i>Date Assumed Command</i> |
|-----------------------------|
| CDR R. L. Ashcraft |
| 1958 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| AJ-2 | 15 Jan 1958 |

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Det*</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------|-------------------------|--------------------------|
| 09 Aug 1957 | 02 Apr 1958 | ATG-3 | CVA 33 | J* | AJ-2 | WestPac |
| 06 Jan 1958 | 30 Jun 1958 | ATG-4 | CVA 12 | K* | AJ-2 | WestPac |

* The squadron only deployed detachments. The departure dates listed above are for the carrier and do not apply to VAH-16's detachments. VAH-16's detachments were not established until after 15 January 1958 and their departure dates are not known.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| COMHATWING-2 | ZH | 15 Jan 1958 |



A squadron AJ-2 Savage refueling an F3H-2M Demon from VF-64, circa 1958.

VAH-21

Lineage

Established as Heavy Attack Squadron TWENTY ONE (VAH-21) on 1 September 1968.

Disestablished on 16 June 1969. The first squadron to be assigned the VAH-21 designation.

Squadron Insignia and Nickname

The squadron's insignia request was disapproved by CNO because the insignia instruction restricted the use of cartoon designs. A new insignia request was not submitted prior to the squadron's disestablishment.

Nickname: unknown.



Squadron personnel standing at attention during the establishment ceremony at NS Sangley Point, Philippines, in September 1968.

Chronology of Significant Events

1 Sep 1968: Heavy Attack Squadron 21 became the first squadron in the Navy with a night interdiction mission using new electronic surveillance equipment (multi-sensors). Its mission was to interdict logistics moving over land or sea.

1 Sep 1968: A detachment of VAH-21 was established at NAF Cam Ranh Bay, South Vietnam. The detachment at NAF Cam Ranh Bay had been a Naval Air Test Center Project TRIM Detachment (TRIM: Trails Roads Interdiction Multi-sensor) prior to becoming a VAH-21 detachment.

16 Jun 1969: With the disestablishment of VAH-21, its record included no loss of aircraft or any wounds suffered by its personnel during operations in Southeast Asia.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-------------------------------|------------------------|
| NS Sangley Point, Philippines | 01 Sep 1968 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|-------------------|-----------------------------|
| CDR A. E. Forsman | 01 Sep 1968 |
| CDR N. D. Dunnan | 1968 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| AP-2H | Sep 1968 |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| COMFAIRWESTPAC | SL | 01 Sep 1968 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| MUC | 14 Jan 1968 | 01 Dec 1968 |



A squadron AP-2H Neptune at NAS Patuxent River, 1969 (Courtesy Robert Lawson Collection).

VAH-123

Lineage

Established as Heavy Attack Training Unit, Pacific (HATUPAC) on 15 June 1957.

Redesignated Heavy Attack Squadron ONE HUNDRED TWENTY THREE (VAH-123) on 29 June 1959.

Disestablished on 1 February 1971. The first squadron to be assigned the VAH-123 designation.

Squadron Insignia and Nickname



The squadron's insignia following its modification in 1961 which added the motto Professionalism is our Business.

The unit's insignia was approved by CNO on 12 August 1959. Colors for the insignia are unknown. Following the unit's redesignation to VAH-123 the HATUPAC designation was removed from the scroll and replaced with VAH-123. In 1961 the design was modified to include an upper scroll with the motto Professionalism is Our Business.

Nickname: Professionals, 1961–1971.

Chronology of Significant Events

Jun 1957: The unit was established to train personnel for the heavy attack mission, including the pilots, bombardier/navigators and aircrewmembers.

25 Nov 1958: Lieutenant Commander C. L. Chute became the first student to complete the unit's heavy attack training syllabus, through the solo stage, for the A3D-2 Skywarrior.

Jan–Mar 1959: The unit incorporated the maintenance training program into its syllabus, thereby providing a complete training program for all aspects of the heavy attack community's operational requirements.

Aug 1966: The squadron received its first A-6A Intruder in preparation for fleet replacement training in the new attack aircraft.

1 Sep 1967: VAH-123 was relieved of its mission of replacement training in the A-6 Intruder when VA-128 was established as a separate squadron from VAH-123 and assumed that mission.

1 Feb 1971: VAH-123 was disestablished and the mission of replacement training for the A-3/KA-3B was transferred to VAQ-130. Elements of VAH-123 were transferred to VAQ-130.



A squadron P2V-3B at NAF Litchfield following its retirement from service (Courtesy Robert Lawson Collection).

Home Port Assignments

| Location | Assignment Date |
|--------------------|-----------------|
| NAS North Island | 15 Jun 1957 |
| NAS Whidbey Island | 01 Jul 1957 |

Commanding Officers

| | Date Assumed Command |
|---------------------------|----------------------|
| LCDR R. H. Grant (acting) | 15 Jun 1957 |
| CDR Donald A. Miller | 16 Jul 1957 |
| CDR Frank J. Shaw | 18 Jul 1958 |
| CDR Norman K. McInnis | 29 Dec 1959 |
| CDR C. F. Fitton | 20 Jun 1961 |
| CDR R. E. Osterholm | 15 Jan 1963 |
| CDR L. E. Kirkemo | 20 Feb 1964 |
| CDR Edward C. Fritsch | 05 Jan 1965 |
| CDR John L. Underwood | 14 Jan 1966 |
| CDR John P. Sundberg | 20 Jan 1967 |
| CDR Horace B. Chambers | 01 Dec 1967 |
| CDR Donald K. Forbes | 07 Jan 1969 |
| CDR James E. Service | 1970 |



A squadron A-3 Skywarrior preparing to launch from Constellation (CVA 64) in March 1968.

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| P2V-3B | Jul 1957 |
| F3D-2 | Jul 1957 |
| F9F-8B | 01 May 1958 |
| A3D-2/A-3B* | 01 Aug 1958 |
| F9F-8T | 11 Feb 1958 |
| A3D-1/A-3A* | Jul 1959 |
| A3D-2P | 04 Dec 1959 |

Aircraft Assignment—Continued

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| A3D-2T/TA-3B* | 21 Dec 1959 |
| A3D-2Q | 04 Aug 1960 |
| A3D-1Q | 12 Aug 1960 |
| A-6A | 17 Aug 1966 |
| KA-3B | May 1967 |

* The A3D-2, A3D-1 and A3D-2T designations were changed to A-3B, A-3A and TA-3B in 1962.



A squadron A-6A Intruder, most likely at NAS Whidbey Island, Washington.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|------------------|------------------|------------------------|
| HATWING-2 | ZG* | 15 Jun 1957 |
| RCVG-12/RCVW-12† | NJ‡ | 29 Jun 1958 |

* The tail code ZG was assigned to Heavy Attack Training Unit, Pacific.

† Replacement Carrier Air Group 12 (RCVG-12) was redesignated RCVW-12 when Carrier Air Groups (CVG) were redesignated Carrier Air Wings (CVW) on 20 December 1963.

‡ RCVW-12 was disestablished on 1 June 1970 but VAH-123 continued to use the NJ tail code that had been assigned to RCVW-12.



A squadron A-3 Skywarrior being placed on display for the squadron's disestablishment ceremony at NAS Whidbey Island, Washington, 1971.

Tactical Aerial Refueling Squadron Histories (VAK)

VAK-208 to VAK-308

VAK-208

Lineage

Established as Tactical Electronic Warfare Squadron TWO HUNDRED EIGHT (VAQ-208) on 31 July 1970.

Redesignated Aerial Refueling Squadron TWO HUNDRED EIGHT (VAK-208) on 1 October 1979.

Disestablished 30 September 1989. The first and only squadron to be assigned the VAK-208 designation.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 6 May 1971. Colors for the insignia were: a yellow background outlined in red with a red scroll and black lettering; blue stylized tail code letters; brown eagle with white markings, orange beak and claws outlined in black, and a red eye; and red lightning bolts.



The squadron's first insignia used the eagle and a stylized AF tail code in its design.

Following the squadron's redesignation a new insignia was approved by CNO on 10 October 1980. Colors for this insignia were: a yellow background outlined in black; red scroll with white lettering; black latitude and longitudinal lines; alternating white and red compass star outlined in black; red directional letters; and a blue whale with black markings and a white eye and teeth.



The second insignia used by the squadron depicted the whale, reflecting the nickname of the aircraft flown by the squadron, the A-3.

Nickname: Jockeys, 1970–1989.

Chronology of Significant Events

31 Jul 1970: The squadron was established as part of a reorganization intended to increase the combat readiness of the Naval Air Reserve Force. It was to provide tanking, pathfinding and COD service to the Atlantic and Pacific Fleets and other units around the world.

Mar 1971: The squadron's first operational mission was conducted when it provided tanker support for CVWR-20 aircraft embarked in *Independence* (CVA 62) for a training exercise.

Aug 1971: The squadron conducted its two weeks of active duty training embarked in *John F. Kennedy* (CVA 67) as part of CVWR-20. This was the first complete Reserve Carrier Air Wing deployment aboard a carrier.

Oct 1971: The squadron conducted its first overseas operational assignment by providing tanker service across the Atlantic for RA-5C Vigilantes returning from a Mediterranean cruise.

Jan 1972: Squadron aircraft provided COD services for *Constellation* (CVA 64) on Yankee Station and *Enterprise* (CVAN 65) in the Indian Ocean.

Sep 1972: Squadron aircraft provided COD services for *Kennedy* while she was operating in the North Sea. The squadron aircraft operated out of NAF Mildenhall, England, during this evolution.

Apr 1973: Squadron aircraft provided support for Yellow Aspirin, a CNO mission to Kuwait to review the defense capabilities of that country.

Oct 1973: Squadron aircraft provide COD and refueling support during NATO Operation Swift Move for the air wing embarked in *Kennedy*, operating in the North Atlantic.

16–30 Oct 1973: During the Yon Kippur War in the Middle East, squadron aircraft provided support for Operation Nickle Grass, the transatlantic flight of A-4 Skyhawks to Israel.

Jul–Aug 1974: During civil unrest and the Turkish invasion of Cyprus, squadron aircraft provided tanker and logistic support for *Forrestal* (CVA 59) and *Independence* (CV 62) operating in the area of Cyprus during the crisis.

Sep 1976: Squadron aircraft provided support for the NATO Exercise Teamwork conducted in the North Atlantic.

Sep 1978: Squadron aircraft provided support for the NATO Exercise Northern Wedding conducted in the North Atlantic. Squadron aircraft operated out of NAF Mildenhall during this exercise.

1 Oct 1979: The squadron was redesignated Aerial Refueling Squadron 208 (VAK-208) and the mission of the squadron changed to primarily tanker service. The electronic warfare capability was removed from its mission.

May–Jun 1980: Squadron aircraft provided support for the French naval Exercise Suroit-80 in Landivisiau, France.

Sep 1980: Squadron aircraft provided support for the NATO Exercise Teamwork 80 held in the North Atlantic.

Sep 1982: Squadron aircraft provided support for Exercise Agile Falcon held in the North Atlantic.

Sep–Oct 1984: Squadron aircraft provided tanker/pathfinding support for NATO Exercise Display Determination-84.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------|------------------------|
| NAS Alameda | 31 Jul 1970 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|---|-----------------------------|
| AMSC L.V. Lambert (Petty Officer in Charge) | 31 Jul 1970 |
| LCDR J. F. Jefferson (Officer in Charge) | 20 Nov 1970 |
| CDR Thomas E. Frey | 02 Jul 1971 |
| CDR Tad H. Bingham | 08 Jul 1973 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|---------------------------|-----------------------------|
| CDR Earl B. Wynn, Jr. | 06 Dec 1975 |
| LCDR Phillip L. Middleton | 14 Oct 1978 |
| CDR B. A. Dempsey | 04 Oct 1980 |
| CDR Howard W. Goodroe | 07 Nov 1981 |
| CDR David O. Mason | 13 Nov 1982 |
| CDR Donald L. Dostal | 06 May 1984 |
| CDR David E. Boyd | 03 May 1986 |
| CDR Alden F. Mullins, Jr. | 07 Nov 1987 |
| CDR Andrew J. Kisela, Jr. | 1989 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| KA-3B | 20 Nov 1970 |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVWR-20 | AF | 31 Jul 1970 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| MUC | 21 Dec 1971 | 30 Sep 1974 |
| | 01 Oct 1986 | 30 Sep 1989 |
| SLOC | 28 Mar 1983 | 18 Apr 1983 |
| NAVE | 01 Jul 1974 | 30 Sep 1976 |
| | 01 Oct 1976 | 30 Sep 1978 |



A squadron KA-3B aboard Eisenhower (CVN 69) in September 1985.

VAK-308

Lineage

Established as Tactical Electronic Warfare Squadron THREE HUNDRED EIGHT (VAQ-308) on 2 May 1970.

Redesignated Aerial Refueling Squadron THREE HUNDRED EIGHT (VAK-308) on 1 October 1979.

Disestablished on 30 September 1988. The first squadron to be assigned the VAK-308 designation.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 28 December 1971. Colors for the Griffin insignia



The squadron's Griffin insignia.

were: a blue background outlined in gold, blue scroll outlined in gold with gold lettering; gold lightning bolt; the griffin had markings of different shades of brown, its head was white with shades of gray and its left wing had different shades of gray, the beak and eye were yellow with black markings, the tongue

and claws were red outlined in black; red diamond designs outlined in white.

On 6 October 1981 CNO approved a modification to the squadron's insignia that changed the designation on the scroll from VAQ-308 to VAK-308.

Nickname: Griffins, 1971–1988.

Chronology of Significant Events

2 May 1970: The squadron was established as part of a reorganization intended to increase the combat readiness of the Naval Air Reserve Force. It was to provide tanking, pathfinding and logistic support services to the Atlantic and Pacific Fleets and other units around the world.

23 Sep 1971: The squadron conducted its first tanker/pathfinder service across the Atlantic.

29 Nov–4 Dec 1971: The squadron conducted its first tanker/pathfinder service across the Pacific.

Dec 1971–Jan 1972: Squadron aircraft provided COD service to the *Enterprise* (CVAN 65) while operating in the Bay of Bengal during the Indo-Pakistani War.

Sep 1972: Squadron aircraft provided COD services for *Kennedy* (CVA 67) while she was operating in the North Sea.

Apr–May 1973: Squadron aircraft provided tanker/pathfinder services for two Reserve F-8 squadrons enroute to operations in the Middle East.

Sep–Oct 1973: Squadron aircraft provided COD and tanker service to *Kennedy* operating in the North Atlantic during NATO exercise Operation Magic Sword/Swift Move.

October 1973: During the Yon Kippur War in the Middle East squadron aircraft provided tanker/pathfinder service for Operation Nickle Grass, the transatlantic flight of A-4 Skyhawks enroute to Israel.

Jul–Aug 1974: During civil unrest and the Turkish invasion of Cyprus squadron aircraft provided tanker and logistic support for *Forrestal* (CVA 59) and *Independence* (CV 62) operating in the area of Cyprus during the crisis.

Sep 1974: Squadron aircraft provided COD and tanker service to *Kennedy* operating in the North Atlantic during NATO exercise Operation Northern Merger.

Sep–Oct 1984: Squadron aircraft provided tanker/pathfinder service to squadrons involved in exercise Display Determination held in the Mediterranean.

Apr–May 1987: Squadron aircraft provided tanker service to units involved in exercise Dragon Hammer. The squadron's aircraft operated out of NAS Sigonella during this evolution.

Apr 1988: Squadron aircraft provided tanker service to units involved in exercise Dragon Hammer. The squadron's aircraft operated out of NAS Sigonella during this evolution.



A squadron KA-3B Skywarrior at NAS Alameda, California, in 1973. Notice the squadron designation VAQ-308 on the extended speed brake.

Home Port Assignments

| | |
|-----------------|------------------------|
| <i>Location</i> | <i>Assignment Date</i> |
| NAS Alameda | 02 May 1970 |

Commanding Officers

| | |
|---------------------------|-----------------------------|
| | <i>Date Assumed Command</i> |
| CDR Gregory B. Bambo, Jr. | 02 May 1970 |
| CDR Charles Jacob | 16 Jul 1972 |
| CDR Gregory L. Davison | 16 Jun 1974 |
| CDR Tad H. Bingham | 06 Dec 1975 |
| CDR Gerald F. Hicks | 17 Dec 1977 |
| CDR George L. Green | Jan 1980 |
| CDR James T. Edwards | 16 Jan 1982 |
| CDR Dennis J. Kowalzyk | 24 Jul 1983 |
| CDR William C. Burgess | 19 Jan 1985 |
| CDR Daniel Kalashian | 20 Jul 1986 |
| CDR David D. Abelson | 28 Jan 1988 |

Aircraft Assignment

| | |
|-------------------------|---------------------------------|
| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
| KA-3B | Sep 1970 |

Air Wing Assignments

| | | |
|-----------------|------------------|------------------------|
| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
| CVWR-30 | ND | 02 May 1970 |

Unit Awards Received

| | | |
|-------------------|--|-------------|
| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
| MUC | 21 Dec 1971 | 30 Sep 1974 |



A squadron KA-3B in flight, 1984.

Light Attack Squadron History (VAL)

VAL-4

Lineage

Established as Light Attack Squadron FOUR (VAL-4) on 3 January 1969.

Disestablished on 10 April 1972. The first squadron to be assigned the VAL-4 designation.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 7 March 1969. Colors for the Yellow Jacket insignia were: a red background outlined in black; a white scroll outlined in black with black lettering; black stylized aircraft with yellow contrails; the yellow jacket had silver wings with black markings, a brown body outlined in black, the head and stinger tail were yellow with black markings; the lightning bolt from the tail was black and the explosion was yellow outlined in black.



The yellow jacket wasp was the squadron's first insignia design.



The squadron's second insignia, the Black Ponies, is the one that is best known.

On 14 July 1971 CNO approved a modification to the squadron's insignia. Colors for the Pony insignia were: a red background outlined in black; a white scroll outlined in black with black lettering; the stylized aircraft were black with yellow contrails; the pony was black.

Nickname: Black Ponies, 1971–1972.

Chronology of Significant Events

Sep 1968: VS-41 was assigned the responsibility of training personnel scheduled for assignment to VAL-4.

Oct 1968: VS-41 received its first OV-10A Broncos for training VAL-4 personnel.

Jan 1969: VAL-4 was established with the mission of conducting surveillance and offensive operations in support of river patrol craft, as well as providing air support for SEALs and combined U.S. Army, Navy and South Vietnamese operations.

Mar 1969: VAL-4 was permanently based at the Naval Support Activity Detachment Airfield, Binh Thuy, South Vietnam, for combat operations. The squadron had two detachments, Det A assigned to Vietnamese Air Force Base, Binh Thuy and Det B at the Vung Tau, Army Airfield.

19 Apr 1969: The squadron began its first combat operations, flying air support of the Naval River Forces in the Mekong Delta of South Vietnam. The missions included normal patrol, overhead air cover, scramble alert and gunfire/artillery spotting.

Apr–May 1970: VAL-4's OV-10A Broncos participated in combined South Vietnamese and U.S. Riverine Force operations designed to neutralize sanctuary bases in the Mekong River Corridor in support of U.S. and South Vietnamese strikes against enemy sanctuaries in Cambodia.



A OV-10A Bronco taking off from Vung Tau, Republic of Vietnam, on a combat mission, June 1969.

1 Jul 1970: With the completion of new facilities for VAL-4 on Vietnamese Air Force Base Binh Thuy and the consolidation of VAL-4's operating units, the squadron's Detachment B was disestablished.

31 Mar 1972: The squadron conducted its last combat mission prior to its disestablishment on 10 April 1972.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|------------------------------|------------------------|
| NAS North Island | 03 Jan 1969 |
| NSA Binh Thuy, South Vietnam | 23 Mar 1969 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|-----------------------|-----------------------------|
| CDR Gilbert L. Winans | 03 Jan 1969 |
| CDR Martin S. Schuman | 06 Sep 1969 |
| CDR Verle W. Klein | 06 Mar 1970 |
| CDR Leonard M. Rausch | 03 Sep 1970 |
| CDR Robert W. Porter | 03 Mar 1971 |



A squadron OV-10A Bronco in flight, 1969.

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| OV-10A | 03 Jan 1969 |
| YOV-10D | Jun 1971 |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| VS-41 | UM | Sep 1968 |
| COMFAIRWESTPAC | UM | Mar 1969 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NUC | 01 Jun 1964 | 01 Jun 1968 |
| | 01 Apr 1971 | 31 Oct 1971 |
| MUC | 26 Mar 1969 | 03 Sep 1969 |
| RVNGC | 21 Nov 1968 | 21 Nov 1970 |

Unit Awards Received for VAL-4 Detachment B

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NUC | 14 Jun 1969 | 12 Aug 1969 |
| PUC | 24 Jun 1969 | 28 Feb 1970 |



Three squadron OV-10A Broncos on a combat mission over the Mekong Delta, circa 1971. Note the squadron's Black Ponies insignia on the tail.

Heavy Photographic Squadron Histories (VAP)

VAP-61 to VAP-62

VAP-61

Lineage

Established as Patrol Squadron SIXTY ONE (VP-61) on 20 January 1951.

Redesignated Photographic Squadron SIXTY ONE (VJ-61) on 5 March 1952.

Redesignated Heavy Photographic Squadron SIXTY ONE (VAP-61) in April 1956.

Redesignated Composite Photographic Reconnaissance Squadron SIXTY ONE (VCP-61) on 1 July 1959.

Redesignated Heavy Photographic Squadron SIXTY ONE (VAP-61) on 1 July 1961.

Disestablished on 1 July 1971. The first squadron to be assigned the VAP-61 designation.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 2 October 1951. This insignia had been used by



This insignia was used by a different squadron prior to its approval for use by VP-61. It continued in use following VP-61's redesignation to VJ-61, VAP-61 and then VCP-61.

VC-61 before being approved for use by VP-61. Colors for the insignia were: a blue background; a gray and white goose with a pink foot, green eyes, yellow bill, and a red tongue; the pilot and gunner's uniforms were olive green with yellow life jackets, pink faces, brown gloves, boots were olive green and brown, red nose and green eyes; black and white pilot's helmet and red gunner's helmet; black gun with white highlights and a brown stock; gray camera with white sides, a black and white lens with a blue and white sight; the globe had blue water, yellow and white land areas and black longitude and latitude lines.

A new insignia was approved by CNO on 11 January 1961. Colors for this insignia were: a light sil-



The squadron's second insignia was approved for use by the unit when it was designated VCP-61. The acronym in the scroll was for Photo Composite Squadron (VCP) 61.



When VCP-61 was redesignated VAP-61, for the second time, it retained the stylized aircraft and globe design and just changed the scroll designation from PHOTOCOMPRON-61 to VAP-61.

ver-blue background outlined in a medium blue; light silver-blue scroll outlined in dark blue with dark blue lettering; silver stylized aircraft with silver viewing lines; the land masses on the globe were an olive tan, a white ocean and dark blue longitude and latitude lines. The scroll designation was changed to VAP-61 in 1962.

Nickname: World Recorders.

Chronology of Significant Events

20 Jan 1951: The squadron's mission was aerial photographic reconnaissance and cartographic mapping. It deployed detachments around the world.

Mar 1951: A squadron detachment was ordered to photograph the Mississippi Delta area and adjacent coastline.

May 1951: A squadron detachment was ordered to Alaska in connection with mapping Alaska for the U.S. Army Map Service.

1 Jul 1959: The squadron's mission was to provide aerial photographic intelligence for naval operations and cartographic mapping in the Pacific, providing detachments for deployment aboard carriers, as well as land facilities.

May 1964: Squadron detachments began flying photographic reconnaissance missions over Laos and South Vietnam as part of Yankee Team Operations. Missions were flown from carriers operating in the South China Sea.



A squadron PB4Y-1P in 1951 (Courtesy Robert Lawson Collection).

2–5 Aug 1964: Squadron detachments aboard carriers operating in the South China Sea provided photo reconnaissance support during the Tonkin Gulf Crisis involving North Vietnamese patrol boat attacks on American destroyers.

1965: Squadron detachments continued to operate from carriers in the South China Sea; providing photo reconnaissance support for Yankee Team Operations; as well as flying missions over North Vietnam, part of the Rolling Thunder Operations; and assisting in Market Time Operations, coastal and shipping surveillance along the coast of South Vietnam.

7 Aug 1966: The squadron flew its first night combat infrared reconnaissance mission over North Vietnam. This began the use of infrared devices on squadron aircraft for interdicting truck convoys at night.

31 Jan 1970: The squadron's participation in Yankee Team Operations came to an end after 68 months of providing day and night reconnaissance flights over hostile areas in Southeast Asia. Yankee Team missions were flown from carriers operating in the South China Sea as well as shore facilities in Southeast Asia.

1 Jul 1971: The squadron was disestablished. During its period of service the squadron conducted mapping and special photographic projects in the Mediterranean area, Alaska, Hawaii and numerous other Pacific Islands, Korea, Japan, Okinawa, Philippines, North and South Vietnam, Laos, Thailand, New Guinea, New Britain, Australia and numerous places in the continental United States.



A squadron F8U-1P Crusader in flight, circa 1960 (Courtesy Robert Lawson Collection).

Home Port Assignments

| Location | Assignment Date |
|---------------------------|-----------------|
| NAAS Miramar/NAS Miramar* | 20 Jan 1951 |
| NAS Agana | Jun 1956 |

* NAAS Miramar was redesignated NAS Miramar on 1 April 1952.

Commanding Officers

| | <i>Date Assumed Command</i> |
|----------------------------|-----------------------------|
| CDR Jesse L. Pennell | 20 Jan 1951 |
| CDR John S. Harris | 19 Jul 1952 |
| CDR Herbert L. Salyer | Jun 1953 |
| CDR David L. Soper | May 1954 |
| CDR Gilbert B. Jansen, Jr. | Jun 1955 |
| CDR Sy E. Mendenhall | Nov 1956 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|---------------------------|-----------------------------|
| CDR Jerry F. McDaniel | Sep 1958 |
| CDR Ralph W. Spuhler | Dec 1959 |
| CDR Jonathan J. Crowder | 16 Sep 1960 |
| CDR Donald B. Brady | 09 Nov 1961 |
| CDR Robert E. Morris | 07 Nov 1962 |
| CDR Hal B. Stewart | 24 Oct 1963 |
| CDR D. A. Woodard | 06 Nov 1964 |
| CDR George H. Lee | 16 Nov 1965 |
| CDR Horace B. Chambers | 19 Nov 1966 |
| CDR Archibald S. Thompson | 14 Nov 1967 |
| CDR Arthur R. Day | 01 Nov 1968 |
| CDR William E. Pippin | 10 Nov 1969 |
| CDR Robert L. Skillen | 30 Nov 1970 |



A couple of squadron AJ-2P Savages in flight, March 1953.

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| PB4Y-1P/P4Y-1P* | Jan 1951 |
| AJ-2P | 14 Sep 1952 |
| F8U-1P | Aug 1959 |
| A3D-2P/RA-3B† | Sep 1959 |

Aircraft Assignment—Continued

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| KA-3B | 26 Dec 1963 |

* PB4Y-1Ps were redesignated P4Y-1Ps in 1951.

† The A3D-2P designation was changed to RA-3B in 1962.



A squadron AJ-2P Savage over NAS Agana, Guam, April 1958.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|--------------------|------------------|------------------------|
| FAW-14 | EF/PB* | 20 Jan 1951 |
| COMFAIRSANDIEGO | PB | 1955 |
| COMHATWING-2 | PB/SS† | Jul 1956 |
| COMFAIRPHILIPPINES | SS | 01 Jan 1959 |
| COMFAIRSOWESTPAC | SS | 1960 |

Air Wing Assignments—Continued

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| COMFAIRWESTPAC | SS | 15 Jan 1964 |

* It is believed the squadron's tail code was changed from EF to PB in 1953.

† The tail code was changed from PB to SS in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).



A squadron RA-3B Skywarrior at NAS Agana, Guam, surrounded by a display of aerial cameras used for cartographic and reconnaissance photography taken by the squadron, circa 1965 or 1966.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| MUC | 02 Jun 1968 | 28 Feb 1970 |
| NUC | 01 Jun 1964 | 01 Jun 1968 |
| | 02 Aug 1964 | 05 Aug 1964 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| AFEM | 22 May 1961 | 04 Jun 1961 |
| | 13 Apr 1969 | 15 Jun 1969 |



A camouflaged squadron RA-3B Skywarrior on the flight line at Da Nang, Republic of Vietnam, 1969.

VAP-62

Lineage

Established as Photographic Squadron SIXTY TWO (VJ-62) on 10 April 1952.

Redesignated Heavy Photographic Squadron SIXTY TWO (VAP-62) on 2 July 1956.

Disestablished on 15 October 1969. The first squadron to be assigned the VAP-62 designation.



This was the only insignia officially approved for use by the squadron.



CNO disapproved the use of the cartoon tiger insignia as the official squadron logo.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 3 August 1953. Colors for the insignia were: a red background outlined in yellow; the film strip had gray frames with white borders; yellow wings; blue eye with a white iris and a white beam emanating from the eye.

The squadron's request for a new insignia was disapproved by CNO on 20 October 1960. The tiger insignia was disapproved because cartoon portrayals were no longer acceptable under the insignia guidelines.

Nickname: Tigers, 1960–1969.

Chronology of Significant Events

Apr 1952: The squadron's mission was aerial photographic intelligence for naval operations, deploying detachments in the Atlantic Ocean, Mediterranean Sea and other areas as required.

1 Sep–19 Dec 1952: A squadron detachment was deployed to Dhahran Air Force Base in Saudi Arabia.

29 Jul 1960: During a landing aboard *Saratoga* (CVA 60), the squadron's commanding officer, Commander C. T. Frohne, and two other squadron crewmembers, were lost when the tailhook of their A3D-2P Skywarrior separated and the aircraft plunged off the deck into the sea.

Oct 1966: The squadron transferred a detachment of aircraft and personnel to VAP-61 to augment that squadron's operations in Vietnam.

15 Oct 1969: The squadron was disestablished. During its period of service the squadron conducted mapping and special photographic projects in Saudi Arabia, Turkey, Italy, Spain, various countries in northern Europe, Greenland, Iceland, Labrador, various Central American and Caribbean countries, Morocco, the Mediterranean and Atlantic Ocean areas and numerous places in the United States.



A formation of squadron PB4Y-1Ps (P4Y-1P), 1953 (Courtesy Robert Lawson Collection).

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|------------------|------------------------|
| NAS Jacksonville | 10 Apr 1952 |
| NAAS Sanford | 20 Oct 1952 |
| NAS Norfolk | Jul 1955 |
| NAS Jacksonville | 15 Aug 1957 |



A formation of squadron AJ-2P Savages over Sanford, Florida, in 1953.

Commanding Officers

| | <i>Date Assumed Command</i> |
|----------------------------|-----------------------------|
| LCDR D. C. McNeil (acting) | 10 Apr 1952 |
| CDR J. Kennedy, Jr. | 30 Apr 1952 |
| CDR H. S. Klenk | Jun 1953 |
| CDR J. A. Goodwin | Jul 1954 |
| CDR E. B. Johnson, Jr. | Jan 1956 |
| CDR Henry W. Drum | 12 Jul 1957 |
| CDR Charles W. Hollinshead | 10 Nov 1958 |
| CDR Charles T. Frohne | 10 Nov 1959 |
| CDR W. L. Berkey (acting) | Jul 1960 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|---------------------------|-----------------------------|
| CDR John E. Cousins | 09 Sep 1960 |
| CDR Charles H. Boldt, Jr. | 06 Oct 1961 |
| CDR Robert F. Roemer | 04 Sep 1962 |
| CDR John D. Stuffiebeem | Jul 1963 |
| CDR John P. Cullen | 08 Aug 1964 |
| CDR William E. Nowers | 05 Jul 1965 |
| CDR Harry F. Bryant | 22 Apr 1966 |
| CDR Frank S. Coleman | 16 Jun 1967 |
| CDR Burke E. Eakie | Jul 1968 |
| CDR James E. Service | 18 Jul 1969 |



A squadron A3D-2P Skywarrior on the deck of Independence (CVA 62) after a successful landing, 1961.

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| P4Y-1P | May 1952 |
| AJ-2P | Sep 1952 |
| F7F-4N | May 1953 |
| A3D-1P | 14 Oct 1957 |
| A3D-2P/RA-3B* | 19 Oct 1959 |

* The A3D-2P designation was changed to RA-3B in 1962.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|----------------------|------------------|------------------------|
| COMFAIRJACKSON-VILLE | TP | 10 Apr 1952 |
| COMFAIRNORFOLK | TP | Jul 1955 |
| COMFAIRJACKSON-VILLE | TP/GB* | 15 Aug 1957 |

* The tail code was changed from TP to GB in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).



A squadron A3D-2P in flight, 1961.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NUC | 18 Jan 1960 | 25 Oct 1962 |
| AFEM | 06 Jun 1964 | 13 Jul 1964 |



A squadron A3D-2P Skywarrior on display at NS Mayport, Florida, in May 1961.

Strike Fighter Squadron Histories (VFA)

VFA-15 to VFA-305

VFA-15

Lineage

Established as Attack Squadron SIXTY SEVEN (VA-67) on 1 August 1968.

Redesignated Attack Squadron FIFTEEN (VA-15) on 2 June 1969.

Redesignated Strike Fighter Squadron FIFTEEN (VFA-15) on 1 October 1986. The first squadron to be assigned the VA-67 designation, the second to be assigned the VA-15 designation and the first to be assigned the VFA-15 designation.

Squadron Insignia and Nickname

The squadron does not have a CNO approval date for the use of the lion and missile insignia. This



The squadron adopted the lion insignia used by the first VA-15. The designation in the scroll was changed to VFA-15 in 1986.

insignia was approved by the CNO for use by the first squadron to be assigned the VA-15 designation. When VA-67 was redesignated VA-15 on 2 June 1969, it adopted the insignia that had been used by the first VA-15, which had been disestablished on 1 June 1969. Colors for the lion insignia are: background with red upper half and blue-green lower half, the insignia and scroll are outlined in white; blue scroll with white lettering; white waves; white rocket with black markings and yellow streaks emanating from the tail; yellow lion with black markings.

Nickname: Valions, 1969-present.

Chronology of Significant Events

1 Aug 1968: The squadron began training under VA-174 in preparation for operating the A-7 Corsair II.

19 Oct 1973: The squadron provided maintenance personnel for Operation Nickle Grass, the transatlantic flight of A-4 Skyhawks to Israel using *Franklin D. Roosevelt* (CVA 42) as an intermediate air field.

Oct–Nov 1973: The squadron, embarked in *Roosevelt*, operated in the vicinity of Crete in response to the Arab-Israeli war.

Jun–Jul 1976: Following the assassination of the American Ambassador to Lebanon on 13 June, *America* (CV 66), with VA-15 embarked, operated in the vicinity of Lebanon and flew support missions during the evacuation of non-combatants from that country.

May 1981: *Independence* (CV 62), with VA-15 embarked, transited the Suez Canal and maintained station in the eastern Mediterranean due to the crisis between Israel and Syria following Israeli raids against Syrian surface-to-air missile sites in Lebanon.

25 Oct–1 Nov 1983: In response to continued political strife and the need to protect and evacuate Americans from the island country of Grenada, VA-15 aircraft flew combat close air support and reconnaissance sorties in support of operation Urgent Fury, the landing of U.S. Marines and Army rangers on the island.

4 Dec 1983: In response to hostile fire against U.S. reconnaissance aircraft from Syrian positions in Lebanon, VA-15 aircraft participated in coordinated strikes against Syrian radar, communications and artillery positions overlooking the Multi-National Peacekeeping Forces. One of the squadron's A-7E Corsair IIs, flown by the Air Wing Commander, Command Edward Andrews, was lost when it was hit by a Syrian surface-to-air missile. Commander Andrews ejected, was rescued and returned to *Independence*.

Dec 1985–Jun 1986: The squadron returned from a six-month deployment to MCAS Iwakuni in the western Pacific. It was assigned to MAG-12, 1st Marine Air Wing during the deployment. This deployment was designed to test the enhanced interoperability between Marine and Naval Air Forces, with emphasis on close air support for Marine ground operations and the sharing of other techniques used by both communities.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------|------------------------|
| NAS Cecil Field | 01 Aug 1968 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|--------------------------|-----------------------------|
| CDR Lawrence C. Chambers | 06 Nov 1968 |
| CDR Robert B. Bristol | 12 Feb 1970 |
| CDR Donald D. Brown | 30 Mar 1971 |
| CDR Forrest A. Lees, Jr. | 30 Mar 1972 |
| CDR Richard C. McClary | 21 Mar 1973 |
| CDR Harry P. Kober, Jr. | 24 May 1974 |
| CDR Gordon E. Evans | 30 Jul 1975 |
| CDR Kelvin W. Huehn | 02 Oct 1976 |
| CDR Robert S. Smith | 17 Dec 1977 |
| CDR John J. Mazach | 19 Apr 1979 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|-------------------------|-----------------------------|
| CDR John J. Coonan | 26 Jun 1980 |
| CDR Michael B. Nordeen | 24 Sep 1981 |
| CDR Byron L. Duff | 01 Nov 1982 |
| CDR Leslie G. Kappel | 01 Jun 1984 |
| CDR Philip Craig Landon | 08 Oct 1985 |
| CDR John W. Curtin | 08 Jan 1987 |
| CDR Milton W. Smith | 13 May 1988 |
| CDR Brian M. Calhoun | 29 Nov 1989 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| A-7B | 10 Mar 1969 |
| A-7E | Aug 1975 |
| F/A-18A | 06 Jan 1987 |



A squadron A-7E Corsair II taking off from the deck of Independence (CV 62) in 1982.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|--------------------------|
| 02 Jan 1970 | 27 Jul 1970 | CVW-6 | CVA 42 | A-7B | Med |
| 29 Jan 1971 | 23 Jul 1971 | CVW-6 | CVA 42 | A-7B | Med |
| 15 Feb 1972 | 08 Dec 1972 | CVW-6 | CVA 42 | A-7B | Med |
| 14 Sep 1973 | 17 Mar 1974 | CVW-6 | CVA 42 | A-7B | Med |
| 03 Jan 1975 | 16 Jul 1975 | CVW-6 | CV 42 | A-7B | Med |
| 15 Apr 1976 | 25 Oct 1976 | CVW-6 | CV 66 | A-7E | Med |
| 10 Jun 1977 | 19 Jul 1977 | CVW-6 | CV 66 | A-7E | SoLant |
| 29 Sep 1977 | 25 Apr 1978 | CVW-6 | CV 66 | A-7E | Med |

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 28 Jun 1979 | 14 Dec 1979 | CVW-6 | CV 62 | A-7E | Med |
| 19 Nov 1980 | 10 Jun 1981 | CVW-6 | CV 62 | A-7E | SoLant/IO/Med |
| 07 Jun 1982 | 22 Dec 1982 | CVW-6 | CV 62 | A-7E | Med |
| 18 Oct 1983 | 11 Apr 1984 | CVW-6 | CV 62 | A-7E | Carib/Med/NorLant |
| 16 Oct 1984 | 19 Feb 1985 | CVW-6 | CV 62 | A-7E | Med/IO |
| 01 Dec 1985 | 13 Jun 1986 | MAG-12 | * | A-7E | WestPac |
| 25 Aug 1988 | 11 Oct 1988 | CVW-8 | CVN 71 | F/A-18A | NorLant |
| 30 Dec 1988 | 30 Jun 1989 | CVW-8 | CVN 71 | F/A-18A | Med |
| 28 Dec 1990 | 28 Jun 1991 | CVW-8 | CVN 71 | F/A-18A | Med/Red Sea/ Persian Gulf |

* The squadron forward deployed to MCAS Iwakuni, Japan, to provide close air support for Marine forces in WestPac. While deployed to WestPac the squadron also operated at NAF Kadena, Okinawa; NAS Cubi Point, Philippines and stations in Korea.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|--------------------------|------------------|------------------------|
| COMFAIRJACKSON- VILLE | | 01 Aug 1968 |
| CVW-6 | AE | 11 Mar 1969 |
| COMLATWING 1 | | Apr 1985 |
| MAG-12, 1st MAW* | AC* | Dec 1985 |
| COMLATWING 1 | | Jun 1986 |
| CVW-8 | AJ | 01 Sep 1987 |

* VA-15 was assigned to MAG-12, 1st Marine Air Wing during its shore-based deployment to MCAS Iwakuni, Japan. While deployed with MAG-12 the squadron used the tail code AC on its aircraft.

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> |
|-------------------|--|
| | 01 Jul 1976 31 Dec 1980 |
| | 01 Jan 1987 31 Dec 1988 |
| NAVE | 01 Oct 1977 30 Sep 1978 |
| | 01 Oct 1979 30 Sep 1980 |
| | 01 Jan 1983 31 Dec 1983 |
| | 01 Jan 1988 31 Dec 1988 |
| NEM | 07 Dec 1980 11 May 1981 |
| | 20 Aug 1982 05 Sep 1982 |
| | 01 Oct 1982 06 Dec 1982 |
| AFEM | 24 Oct 1983 02 Nov 1983 |
| | 16 Nov 1983 22 Dec 1983 |
| | 28 Dec 1983 03 Jan 1984 |
| | 15 Jan 1984 03 Feb 1984 |
| | 09 Feb 1984 02 Mar 1984 |
| HSM | 20 Jun 1976 27 Jul 1976 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> |
|-------------------|--|
| MUC | 09 Mar 1972 01 Dec 1972 |



A flight of squadron F/A-18A Hornets in 1990.

VFA-22

Lineage

Established as Fighting Squadron SIXTY THREE (VF-63) on 27 July 1948.

Redesignated Attack Squadron SIXTY THREE (VA-63) in March 1956.

Redesignated Attack Squadron TWENTY TWO (VA-22) on 1 July 1959.

Redesignated Strike Fighter Squadron TWENTY TWO (VFA-22) on 4 May 1990. The first squadron to be assigned the VA-22, VA-63 and VFA-22 designation.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 9 May 1949. The background is a heraldic bar sinister shield and with cumulus clouds. Overlaying the background is a gamecock ready to strike.



This insignia has been used by the squadron since its CNO approval in 1949. The only modification was the addition of the scroll and the VA-22 designation, which changed to VFA-22 in 1990.

Colors for the insignia are as follows: the gamecock and bar on the shield are red with black outlines; the beak and feet of the gamecock are gold and the background of the shield and clouds are white outlined in black. The squadron continued to use the insignia following its redesignations to VA-63, VA-22 and then VFA-22. VA-22

added a scroll at the bottom of the shield. The scroll has a white background outlined in black with red lettering. On 14 September 1990, CNO approved a modification to the insignia, changing the designation in the scroll to VFA-22.

Nickname: Fighting Redcocks, 1949-present.

Chronology of Significant Events

16 Sep 1950: The squadron participated in its first combat action, providing close air support for the amphibious landings at Inchon, Korea.

23 Jun 1952: VF-63, along with other units from *Boxer* (CV 21), *Princeton* (CV 37), *Philippine Sea* (CV 47), *Bon Homme Richard* (CV 31), U.S. Air Force and Marine Corps squadrons, conducted a major offensive against hydro-electric targets in North Korea.

6 Aug 1952: While launching combat sorties a severe fire broke out on the hangar deck of *Boxer* following the explosion of an aircraft gasoline tank. Eight people were killed and one was missing, with several seriously injured. VF-63 did not suffer any casualties, however, three of the squadron's personnel were awarded Bronze Stars for their heroic and courageous action during the fire.

Feb 1955: The squadron, while deployed aboard *Essex* (CVA 9), provided air support during the evacuation of Chinese Nationalist from the Tachen Islands after the bombardment of the islands by the People's Republic of China.

9 May 1958: The squadron became the first fleet unit to receive the FJ-4B Buddy Tanker package and successfully demonstrated its refueling capability.

Mar-Apr 1961: The squadron, while deployed aboard *Midway* (CVA 41), operated in the South China Sea due to the crisis in Laos.

6 Mar 1963: The squadron formed Detachment Romeo consisting of four A-4B Skyhawks, six pilots



Squadron personnel on the deck of Valley Forge (CV 45) in February 1951. A squadron F4U-4 Corsair is in the background.

and forty-eight enlisted personnel. Its mission was to deploy aboard ASW carriers and provide them with a limited amount of air defense.

19 Apr–3 Dec 1963: VA-22 Detachment Romeo was deployed to the western Pacific aboard *Kearsarge* (CVS 33) and part of CVSG-53. During the deployment it participated in the recovery of space capsule Faith 7 and astronaut Major L. Gordon Cooper, USAF, following his 22 successful orbits around the earth.

18 Dec 1963: VA-22 Detachment Romeo was disestablished.

Apr 1965: The squadron participated in its first combat operations since the Korean War and on 20 April suffered its first aircraft loss. Lieutenant Phillip N. Butler's A-4C was hit by enemy antiaircraft fire while on a night armed reconnaissance mission over North Vietnam. He successfully ejected and became a prisoner of war.

3 Jun 1965: Lieutenant Raymond P. Ilg (later Vice Admiral) was shot down in his A-4C while on an armed road reconnaissance mission over northern Laos. He successfully ejected and, following three days of evading capture deep inside enemy territory, was rescued by a helicopter.

22 Nov 1966: Commander Henry D. Arnold, commanding officer of VA-22, received the Silver Star Medal for his actions during a strike against a Haiphong surface-to-air missile support facility.

26 Jan 1968: The *Ranger* (CVA 62), with VA-22 aboard, while operating on Yankee Station was ordered to the Sea of Japan following the capture of *Pueblo* (AGER 2) by the North Koreans on 23 January 1968. *Ranger* and VA-22 operated in the area until relieved on 5 March 1968.

9 May 1972: Operation Pocket Money, the mining of Haiphong harbor, was launched. Aircraft from VA-22, as well as the other attack squadrons deployed aboard *Coral Sea* (CVA 43), planned and executed the mining.

Apr–Jul 1973: The squadron flew missions in sup-

port of Operation End Sweep, the clearing of mines from North Vietnam's coastal waters.

29 Apr 1975: VA-22's aircraft provided air cover for Operation Frequent Wind, the evacuation of American citizens from Saigon. The last American helicopter to lift off the roof of the United States Embassy was escorted by an A-7E from the squadron.

15 May 1975: VA-22 aircraft, along with other elements from CVW-15 aboard *Coral Sea*, launched air strikes against the Cambodian mainland after the capture of the SS *Mayaguez* by Cambodian gunboats on 12 May. Squadron aircraft flew ten combat sorties and struck targets at Ream Airfield.

27 Oct 1979: Following the assassination of Park Chung Hee, President of the Republic of Korea, *Kitty Hawk* (CV 63) was ordered to operate off the coast of Korea.

21 Nov 1979: *Kitty Hawk*, along with VA-22 and the rest of CVW-15, departed Subic Bay, Philippines, enroute to the Arabian Sea as a response to the 4 November Iranian seizure of the American Embassy in Tehran and the taking of over 60 American hostages.

6 Dec 1985: A squadron aircraft fired an AGM-88 Harm missile while operating out of NWC China Lake. This was the first AGM-88 Harm missile fired by a West Coast Fleet squadron.

Apr–Jul 1986: In late April *Enterprise* (CVN 65), with VA-22 onboard, transited the Suez Canal from the Indian Ocean to the Mediterranean Sea to augment carrier forces there. Earlier in the month American strikes were flown against Libyan military targets as a response to Libya's continuing support of terrorist activity.

18 Apr 1988: VA-22 participated in retaliatory strikes against Iranian oil platforms, gunboats and other naval ships after *Samuel B. Roberts* (FFG 58) struck an Iranian mine on 14 April in international waters.

Dec 1989: The squadron participated in Operation Classic Resolve, providing support for the Philippine government during a coup d'etat attempt.



A formation of squadron F4U-4 Corsairs, May 1952 (Courtesy Robert Lawson Collection).



A squadron A-7E Corsair II at NAS Lemoore, California, in 1975.



A squadron A-7E Corsair II in an unusual paint scheme, 1989.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------|------------------------|
| NAS Norfolk | 27 Jul 1948 |
| NAAS Oceana | 20 Mar 1949 |
| NAS Alameda | 09 Aug 1950 |
| NALF Santa Rosa | 12 Jul 1951 |
| NAS Alameda | 25 Sep 1952 |
| NAS Lemoore | 28 Sep 1961 |



A squadron F9F-5 Panther gets a wave-off from the Landing Signal Officer aboard Yorktown (CVA 10) during her cruise to WestPac, 1953–1954.

Commanding Officers

| | <i>Date Assumed Command</i> |
|------------------------------|-----------------------------|
| LCDR Malcolm W. Cagle | 27 Jul 1948 |
| LCDR Thomas J. Ball | 13 Feb 1950 |
| LT L. W. S. Cummins (acting) | 17 Aug 1951 |
| LCDR Ward S. Miller | 20 Aug 1951 |
| LCDR Elmon A. Miller, Jr. | 31 Oct 1952 |
| CDR Robert H. Benson | Apr 1953 |
| CDR Howard B. Eddy | Jul 1955 |
| LCDR William C. Chapman | 07 Jun 1957 |
| CDR John H. Lobdell | 20 Mar 1959 |
| CDR Jack D. Kendall | 31 Mar 1960 |
| CDR W. T. Laws | 10 Oct 1961 |
| CDR E. W. Abbott | 29 Oct 1962 |
| CDR R. S. Smith | 12 Sep 1963 |
| CDR C. E. Dechow | 02 Oct 1964 |
| CDR E. H. Schorz (acting) | 06 Oct 1964 |
| CDR D. M. Wyand | 20 Oct 1964 |
| CDR E. H. Schorz | 1965 |
| CDR Henry D. Arnold | 20 Oct 1966 |
| CDR Jack K. Ashmore | 07 Oct 1967 |
| CDR Richard T. Gaskill | 18 Oct 1968 |
| CDR Henry C. Holt IV | 16 Oct 1969 |
| CDR James C. Thompson | 22 Oct 1970 |
| CDR Robert G. Ehrman | 1971 |
| CDR Leonard E. Giuliani | 31 Aug 1972 |
| CDR Gary A. Scoffield | 28 Jul 1973 |
| CDR John F. Calvert | 08 Nov 1974 |
| CDR Alan M. Dundon | 27 Feb 1976 |
| CDR Lee B. Cargill | 22 Apr 1977 |
| CDR John D. Grice | 06 Jul 1978 |
| CDR Jerry D. Palmer | 25 Sep 1979 |
| CDR John E. Vomastic | 09 May 1981 |
| CDR Russell C. York | Feb 1983 |
| CDR Raymond A. Kellett | 26 Jul 1984 |
| CDR Richard J. Burns | 01 Feb 1986 |
| CDR William H. Roberson III | 31 Jul 1987 |
| CDR Dale M. Doorly | 20 Jan 1989 |
| CDR G. Robert Darwin | 09 Aug 1990 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| F8F-2 | Jul 1948 |
| F4U-4 | Jan 1950 |
| F9F-2* | 14 Sep 1951 |
| F9F-5* | Dec 1952 |
| F9F-6 | Apr 1954 |
| F9F-8 | Aug 1955 |
| FJ-4B | 30 Jul 1957 |
| A4D-2/A-4B† | 24 May 1960 |
| A4D-2N/A-4C† | 06 Oct 1961 |
| A-4F | Jun 1968 |
| TA-4F‡ | Jun 1968 |
| A-7E | 04 Feb 1971 |
| F/A-18C | 06 Jul 1990 |

* The squadron was scheduled to transition to the F9F-2 aircraft and received eight of the aircraft in September 1951, however, due to the severe lag in production of the aircraft and lack of critical spare parts, the squadron returned to flying the F4U-4 Corsair in the latter part of September 1951. It continued to fly the F4U-4 until November 1952 when it transitioned to jets. Initially it received F9F-2 aircraft in November 1952 and then switched to F9F-5 Panthers.

† In 1962 the Navy's aircraft designation system was changed and A4D-2 was redesignated A-4B and A4D-2N became A-4C.

‡ The TA-4Fs were tandem seat Skyhawks used for instrument training.



A squadron FJ-4B Fury, circa 1958 (Courtesy Robert Lawson Collection).



A formation of squadron F9F-8 Cougars, 1957 (Courtesy Robert Lawson Collection)

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 27 Oct 1949 | 22 Nov 1949 | CVG-6 | CVB 42 | F8F-2 | NorLant |
| 24 Aug 1950 | 11 Nov 1950 | CVG-2 | CV 21 | F4U-4 | WestPac/Korea |
| 06 Dec 1950 | * | CVG-2 | CV 45 | F4U-4 | WestPac/Korea |
| * | 09 Jun 1951 | CVG-2 | CV 47 | F4U-4 | WestPac/Korea |
| 07 Feb 1952 | 25 Sep 1952 | CVG-2 | CV 21 | F4U-4 | WestPac/Korea |
| 03 Aug 1953 | 03 Mar 1954 | CVG-2 | CVA 10 | F9F-5 | WestPac |
| 03 Nov 1954 | 21 Jun 1955 | CVG-2 | CVA 9 | F9F-6 | WestPac |
| 13 Nov 1956 | 20 May 1957 | CVG-2 | CVA 38 | F9F-8 | WestPac |
| 16 Aug 1958 | 12 Mar 1959 | CVG-2 | CVA 41 | FJ-4B | WestPac |
| 15 Aug 1959 | 25 Mar 1960 | CVG-2 | CVA 41 | FJ-4B | WestPac |
| 16 Feb 1961 | 28 Sep 1961 | CVG-2 | CVA 41 | A4D-2 | WestPac |
| 06 Apr 1962 | 20 Oct 1962 | CVG-2 | CVA 41 | A4D-2N | WestPac |
| 08 Nov 1963 | 26 May 1964 | CVW-2 | CVA 41 | A-4C | WestPac |
| 06 Mar 1965 | 23 Nov 1965 | CVW-2 | CVA 41 | A-4C | WestPac/Vietnam |
| 29 Jul 1966 | 23 Feb 1967 | CVW-2 | CVA 43 | A-4C | WestPac/Vietnam |
| 04 Nov 1967 | 25 May 1968 | CVW-2 | CVA 61 | A-4C | WestPac/Vietnam |
| 18 Mar 1969 | 29 Oct 1969 | CVW-5 | CVA 31 | A-4F | WestPac/Vietnam |
| 02 Apr 1970 | 12 Nov 1970 | CVW-5 | CVA 31 | A-4F | WestPac/Vietnam |
| 12 Nov 1971 | 17 Jul 1972 | CVW-15 | CVA 43 | A-7E | WestPac/Vietnam |
| 09 Mar 1973 | 08 Nov 1973 | CVW-15 | CVA 43 | A-7E | WestPac |
| 05 Dec 1974 | 02 Jul 1975 | CVW-15 | CVA 43 | A-7E | WestPac |
| 15 Feb 1977 | 05 Oct 1977 | CVW-15 | CV 43 | A-7E | WestPac |
| 30 May 1979 | 25 Feb 1980 | CVW-15 | CV 63 | A-7E | WestPac/IO |
| 01 Apr 1981 | 23 Nov 1981 | CVW-15 | CV-63 | A-7E | WestPac/IO |
| 01 Sep 1982 | 28 Apr 1983 | CVW-11 | CVN 65 | A-7E | NorPac/WestPac/IO |
| 30 May 1984 | 20 Dec 1984 | CVW-11 | CVN 65 | A-7E | WestPac/IO/NorPac |
| 12 Jan 1986 | 13 Aug 1986 | CVW-11 | CVN 65 | A-7E | WestPac/IO/ Med/SoLant |
| 25 Oct 1987 | 24 Nov 1987 | CVW-11 | CVN 65 | A-7E | NorPac |
| 05 Jan 1988 | 03 Jul 1988 | CVW-11 | CVN 65 | A-7E | WestPac/IO/NorPac |
| 17 Sep 1989 | 16 Mar 1990 | CVW-11 | CVN 65 | A-7E | World Cruise |

* On 29 March 1951 VF-63 and CVG-2 transferred from *Valley Forge* (CV 45) to *Philippine Sea* (CV 47) while in port Yokosuka, Japan.

Air Wing Assignment

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-6 | C | 27 Jul 1948 |
| CVG-2/CVW-2† | M/NE* | 31 Jul 1950 |
| CVW-19 | NM | 01 Oct 1968 |
| CVW-5 | NF | 01 Nov 1968 |
| COMFAIRLEMOORE | | 08 Jan 1971 |
| CVW-15 | NL | 02 Jun 1971 |
| CVW-11 | NH | 15 Jan 1982 |

* CVG-2's tail code was changed from M to NE in 1957. The effective date was most likely the beginning of FY 58 (1 July 1957).

† Carrier Air Groups were redesignated Carrier Air Wings and CVG-2 became CVW-2 on 20 December 1963.

Unit Awards Received

| <i>Inclusive Dates</i> | <i>Covering Unit Award</i> |
|------------------------|----------------------------|
| Nov 1962 | Feb 1964 |
| 01 Jan 1979 | 30 Jun 1980 |
| 01 Jul 1980 | 31 Dec 1981 |
| 06 Sep 1958 | 10 Sep 1958 |
| 12 Sep 1958 | 29 Sep 1958 |
| 12 Oct 1958 | 30 Oct 1958 |
| 11 Nov 1958 | 15 Nov 1958 |
| 30 Nov 1958 | 12 Dec 1958 |
| 24 Mar 1961 | 25 Mar 1961 |
| 28 Mar 1961 | 07 Apr 1961 |
| 09 Apr 1965 | 11 May 1965 |
| 20 May 1965 | 28 Jun 1965 |



A composite photograph of the different types of aircraft flown by the squadron between 1948 and 1965.



A squadron A-4C Skyhawk preparing for a launch from Midway (CVA 41) in June 1963.

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 23 Jan 1968 | 22 Mar 1968 |
| | 29 Jun 1969 | |
| | 07 Jul 1969 | 13 Jul 1969 |
| | 24 Jul 1969 | |
| | 03 Sep 1969 | |
| | 13 Sep 1969 | 14 Sep 1969 |
| | 29 Apr 1975 | 30 Apr 1975 |
| | 15 May 1975 | |
| | Mar 1988 | |
| | 17 Jan 1990 | 31 Jan 1990 |
| HSM | 29 Apr 1975 | 30 Apr 1975 |
| | 17 May 1981 | |
| | 02 Oct 1981 | |
| | 23 Oct 1982 | |
| MUC | 03 Dec 1967 | 09 May 1968 |
| | 15 Feb 1988 | 21 May 1988 |
| NEM | 25 Nov 1979 | 28 Jan 1980 |
| | 25 May 1981 | 30 Sep 1981 |
| | 30 Apr 1986 | 27 Jun 1986 |
| NUC | Apr 1951 | 31 May 1951 |
| | 16 Apr 1965 | 04 Nov 1965 |
| | 12 Aug 1966 | 01 Feb 1967 |
| | 18 Apr 1969 | 08 Oct 1969 |
| | 02 May 1970 | 30 Oct 1970 |
| | 15 Dec 1971 | 01 Jul 1972 |
| | 22 Apr 1975 | 30 Apr 1975 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 15 May 1975 | |
| | 01 May 1979 | 23 Nov 1981 |
| RVNGC | 05 Oct 1965 | |
| | 09 Oct 1965 | |
| | 30 Mar 1972 | 01 Jul 1972 |
| VNSM | 22 Jul 1965 | 26 Aug 1965 |
| | 11 Sep 1965 | 09 Oct 1965 |
| | 18 Oct 1965 | 04 Nov 1965 |
| | 12 Sep 1966 | 19 Oct 1966 |
| | 30 Oct 1966 | 04 Dec 1966 |
| | 26 Dec 1966 | 01 Feb 1967 |
| | 03 Dec 1967 | 29 Dec 1967 |
| | 06 Jan 1968 | 28 Jan 1968 |
| | 18 Mar 1968 | 12 Apr 1968 |
| | 21 Apr 1968 | 09 May 1968 |
| | 17 Apr 1969 | 19 May 1969 |
| | 04 Jun 1969 | 26 Jun 1969 |
| | 31 Jul 1969 | 01 Sep 1969 |
| | 23 Sep 1969 | 09 Oct 1969 |
| | 02 May 1970 | 26 May 1970 |
| | 01 Jun 1970 | 14 Jun 1970 |
| | 10 Jul 1970 | 29 Jul 1970 |
| | 17 Aug 1970 | 03 Sep 1970 |
| | 11 Sep 1970 | 12 Sep 1970 |
| | 26 Sep 1970 | 21 Oct 1970 |
| | 14 Dec 1971 | |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 31 Dec 1971 | 17 Jan 1972 |
| | 26 Jan 1972 | 17 Feb 1972 |
| | 01 Apr 1972 | 11 May 1972 |
| | 01 Jun 1972 | 11 Jun 1972 |
| | 21 Jun 1972 | 30 Jun 1972 |
| KPUC | 15 Sep 1950 | 26 Oct 1950 |
| | Dec 1950 | 20 Mar 1951 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | Apr 1951 | 31 May 1951 |
| | 10 Mar 1952 | 9 Sep 1952 |
| KSM | 14 Sep 1950 | 26 Oct 1950 |
| | 16 Dec 1950 | 30 Mar 1951 |
| | 15 Apr 1951 | 2 Jun 1951 |
| | 10 Mar 1952 | 9 Sep 1952 |
| UNSM | 14 Sep 1950 | 26 Oct 1950 |
| | 10 Mar 1952 | 09 Sep 1952 |



A squadron F/A-18C Hornet in flight, 1990.

VFA-25

Lineage

Established as Torpedo Squadron SEVENTEEN (VT-17) on 1 January 1943.

Redesignated Attack Squadron SIX B (VA-6B) on 15 November 1946.

Redesignated Attack Squadron SIXTY FIVE (VA-65) on 27 July 1948.

Redesignated Attack Squadron TWENTY FIVE (VA-25) on 1 July 1959.

Redesignated Strike Fighter Squadron TWENTY FIVE (VFA-25) on 1 July 1983. The first squadron to be assigned the VFA-25 designation.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 28 September 1944. Colors for the four leaf clover, horseshoe and flying torpedo insignia were: a blue background with white shading; green four-leaf clover with black markings; white horseshoe with black markings; the wings and nose of the torpedo were yellow with black markings and the remaining part of the torpedo was white with black markings.



The squadron's first insignia was indicative of its mission as a torpedo squadron.

The clenched fist and lightning bolt insignia was approved by CNO on 9 June 1949. Colors for the insignia are: a gold background with a black border; black fist with gold markings and a red lightning bolt. On 24 July 1959, CNO approved a modification to the insignia. The modified insignia added a scroll with the designation VA-25. The scroll was yellow with black markings and lettering.

On 24 January 1974 CNO approved another modification to the insignia, adding three black stars. When the squadron was designated VFA-25 it continued to use the fist and lightning bolt insignia but dropped the three stars.

Nickname: Fist of the Fleet, 1949-present.



The clenched fist and lightning bolt became the squadron's second insignia and has been in use, with some modifications, since 1949.



This modification to the insignia was approved by CNO on 24 January 1974.



This is the current insignia used by the squadron.

Chronology of Significant Events

10 Sep–2 Oct 1943: The squadron was embarked in *Bunker Hill* (CV 17), enroute from Norfolk to Pearl Harbor via the Panama Canal and San Diego.

11 Nov 1943: The squadron flew its first combat sorties, striking targets in Rabaul.

Nov 1943–Feb 1944: The squadron flew numerous combat missions, striking targets in Kavieng, Kwajalein, Eniwetok, Truk and Tinian.

2 Feb 1944: During operations over Eniwetok, the squadron's commanding officer, Lieutenant Commander F. M. Whitaker, was lost in a midair collision.

Feb 1945: The squadron flew numerous combat missions against targets in Japan and the Bonin Islands and provided ground support for the invasion of Iwo Jima.

19 Mar 1945: For their actions against the Japanese Fleet in the Kure Bay area of the Inland Sea, the following squadron personnel were awarded the Navy Cross: Lieutenant Commander W. M. Romberger; Lieutenant H. E. Clark; Lieutenant (jg)s T. J. Coghlan, H. W. Foote, H. C. Johnson, A. C. Traxler and Ensign J. Behl. Lieutenant J. A. Tew was awarded the Silver Star for his actions during this attack.

Mar 1945: Squadron aircraft struck Japanese ships in the East China Sea, Inland Sea and around the Ryukyu Islands and land based targets in and around Okinawa.

7 Apr 1945: VT-17, along with other units from the task force, attacked a Japanese naval force composed of the superbattleship *Yamato* and her escorts. Squadron aircraft scored several torpedo hits on the *Yamato* and sunk one of her destroyer escorts. For their actions in this battle the following squadron personnel were awarded the Navy Cross: Lieutenants T. C. Durkin and S. G. Sullivan; Lieutenant (jg) J. F. Monaghan and Ensign W. F. Nickel. Lieutenant H. E. Clark, Lieutenant (jg) T. J. Coghlan and Ensign R. S. Hanlon were awarded the Silver Star for their actions.

Apr 1945: Combat missions were flown against tar-

gets in and around Okinawa in preparation for the invasion of that island.

May–Jun 1945: VT-17 aircraft struck targets in and around Okinawa, Kyushu, Shikoku and ships in the East China Sea.

27 Oct–23 Nov 1949: VA-65, embarked in *Franklin D. Roosevelt* (CVB 42), operated in the Davis Straits area conducting cold weather exercises.

15 Sep 1950: Squadron aircraft participated in combat strikes against shore defenses in and around Inchon, Korea, just before the landings at Inchon.

1 Oct 1950: Squadron aircraft struck the North Korean capital of P'yongyang, hitting the airfield and scoring a direct hit on a large electrical power plant.

23 Jun 1952: Squadron aircraft participated in a coordinated four carrier strike on North Korean hydro-electric power plants. VA-65's Skyraiders hit the Suiho power plant on the Yalu River.

6 Aug 1952: Embarked in *Boxer*, the squadron was preparing for routine combat operations when a fire broke out on the hangar deck. Squadron personnel assisted in removing armed ordnance from planes on the flight deck and helped fight the fire on the hangar deck. One casualty was suffered by the squadron as a result of the fire.

Feb 1955: While embarked in *Essex* (CVA 9) and operating in the Formosa Straits, the squadron provided air support during the evacuation of Nationalist Chinese forces from the Tachen Islands which had come under bombardment by the People's Republic of China.

25 Aug 1958: *Midway* (CVA 41), with VA-65 embarked, was ordered to discontinue its ORI and proceed to the vicinity of Taiwan following the shelling of the Quemoy Islands on 23 August by the Chinese Communists.

Mar 1961: The squadron, while embarked in *Midway*, operated in the South China Sea due to the crisis in Laos.

Apr 1965: The squadron engaged in its first combat operations in the Vietnam theater.

20 Jun 1965: Four of the squadron's Skyraiders engaged enemy fighters over North Vietnam resulting in the shoot down of a MiG-17. Lieutenant Clinton B. Johnson and Lieutenant (jg) Charles W. Hartman III were awarded Silver Stars for their actions in downing the MiG-17.

14 Sep 1966: While on a combat sortie near Vinh, North Vietnam, the squadron's commanding officer, Commander C. W. Stoddard, was shot down by a surface-to-air missile and lost at sea.

Jan 1968: Squadron aircraft provided close air support for U.S. Marines besieged at Khe Sanh, South Vietnam.

6 Apr 1968: The squadron returned to NAS Lemoore from a combat deployment to Vietnam, bringing to a close an era for the A-1 Skyraider. It was the last

attack squadron to deploy and operate the A-1. The A-1's last combat mission with VA-25 came to an end on 20 February when the aircraft touched down on the deck of *Coral Sea* (CVA 43).

Apr 1969: Following the shoot down of a Navy EC-121 aircraft by the North Koreans, *Ticonderoga* (CVA 14), with VA-25 embarked, was ordered to the Sea of Japan.

21 Nov 1970: Squadron aircraft flew Rescue Combat Air Patrol sorties while an Army-Air Force search and rescue team landed at the Son Tay POW compound, 20 miles west of Hanoi, in an attempt to free American POWs. Unfortunately the POW compound had already been evacuated by the North Vietnamese.

Dec 1972: The squadron participated in Linebacker II Operations, heavy air strikes against targets primarily around Hanoi and Haiphong.

15 Jan 1973: The squadron participated with several other squadrons in a large laser bombing attack against bridge targets in North Vietnam. This coordinated strike used the A-6's Pave Knife Laser Designation System to guide laser-guided bombs dropped by A-7 aircraft.

Jan–Feb 1973: Following the cease fire with North Vietnam on 27 January, the squadron concentrated its attention on strikes against lines-of-communication targets in Laos until an agreement was reached with that country.

Jul 1976: Following the Israeli raid on Entebbe and the threatened military operations against Kenya by Uganda, the *Ranger* (CV 61), with VA-25 embarked, was ordered to transit from the South China Sea to the western Indian Ocean and operate off the coast of Kenya.

21 Feb 1985: VFA-25 and 113, embarked in *Constellation* (CV 64), were the first to deploy with the F/A-18 Hornet. During the deployment the Hornets operated in the western Pacific and Indian Ocean.

Jul 1987: Due to the increased attacks on merchant and tanker shipping in the Persian Gulf during the Iran/Iraqi War, the United States began to escort reflagged Kuwaiti oil tankers. During operation Earnest Will, VFA-25 provided air cover for reflagged tankers transiting the Straits of Hormuz.

Aug 1990: Due to the invasion of Kuwait by Iraq, *Independence* (CV 62), with VFA-25 embarked, was ordered to operate in the Gulf of Oman.

Aug–Nov 1990: VFA-25 flew sorties from *Independence* in support of Operation Desert Shield, the build-up of American and Allied forces to counter a threatened invasion of Saudi Arabia by Iraq and as part of an economic blockade of Iraq to force its withdrawal from Kuwait. On 2 October *Independence* entered the Persian Gulf and operated in those waters for two days before returning to the Northern Arabian Sea and being relieved on station by *Midway* (CV 41).



A squadron TBF-1C prepares to take off from Bunker Hill (CV 17) during its combat cruise on the carrier from October 1943 to March 1944.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-------------------|------------------------|
| NAS Norfolk | 01 Jan 1943 |
| NAS Kaneohe | 03 Oct 1943* |
| NAS Alameda | 10 Mar 1944† |
| NAS Hilo | 12 Nov 1944* |
| NAB Agana | 28 Dec 1944* |
| NAS Alameda | 08 Jul 1945 |
| NAAS Fallon | Sep 1945 |
| NAS Brunswick | 01 Feb 1946 |
| NAS Norfolk | 15 Aug 1946 |
| NAAS Oceana | 05 Mar 1949 |
| NAS Alameda | 15 Aug 1950 |
| NALF Santa Rosa | 11 Jul 1951 |
| NAS Alameda | 25 Sep 1952 |
| NAS Moffett Field | 28 Sep 1961 |
| NAS Lemoore | 07 Jan 1963 |

* Temporary shore assignment while the squadron conducted training in preparation for combat deployment.

† During the squadron's reforming and training cycle it operated from numerous other shore stations, including NAAS Monterey, NAAS Vernalis, and NAAS Arcata.

Commanding Officers

| | <i>Date Assumed Command</i> |
|--------------------------------|-----------------------------|
| LCDR Frank M. Whitaker | 01 Jan 1943 |
| LT Gordon N. Owens | 02 Feb 1944 |
| LT Jack Martin (acting) | 18 Apr 1944 |
| LCDR William M. Romberger | 02 May 1944 |
| LT Arnold C. Traxler (acting) | 18 Aug 1945 |
| LCdr William N. Janes (acting) | 21 Aug 1945 |
| CDR Rubin H. Konig | 11 Oct 1945 |
| LCDR Glen B. Butler | 31 Oct 1947 |
| LCDR Michael J. Hanley | 08 Dec 1948 |
| CDR Richard W. Phillips | 01 Feb 1950 |
| CDR Gordon A. Sherwood | 31 Aug 1951 |
| LCDR Marvin R. Novak (acting) | 22 Oct 1952 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|-------------------------------|-----------------------------|
| LCDR Harry M. Thompson | 28 Oct 1952 |
| LCDR J. A. Rapp | 12 Mar 1954 |
| CDR John R. Bowen II | 15 Jul 1955 |
| CDR William C. Bates | 22 May 1957 |
| CDR Edward V. Izac, Jr. | 15 May 1958 |
| CDR John W. Fairbanks | 03 Apr 1959 |
| CDR Warren H. Ireland | 08 Apr 1960 |
| LCDR M. E. Mann (acting) | 11 May 1960 |
| CDR William S. Hertig | 16 May 1960 |
| CDR C. R. Bradford | 03 Aug 1961 |
| CDR John A. Overn | 11 Aug 1962 |
| CDR Herman W. Presson | 25 Jun 1963 |
| CDR Ralph F. Smith | 29 May 1964 |
| CDR Harry E. Ettinger | 24 May 1965 |
| CDR C. William Stoddard | 13 Apr 1966 |
| CDR James D. Burden | 14 Sep 1966 |
| CDR Clifford E. Church | 01 Oct 1967 |
| CDR Scott L. Smith | Mar 1968 |
| CDR Fred J. Orrik | 09 Jun 1969 |
| CDR F. M. Humphreys | 26 Jun 1970 |
| CDR Juan H. Carcaba | 26 May 1971 |
| CDR Edwin A. Greathouse | 19 May 1972 |
| CDR Paul M. Moore | 02 Jun 1973 |
| CDR George R. Vezina | 05 May 1974 |
| CDR Peter W. Ogle | 08 Jul 1975 |
| CDR James B. Hamilton | 29 Oct 1976 |
| CDR Warner L. Butler | 31 Jan 1978 |
| CDR Donald J. Wright | 26 Mar 1979 |
| CDR John A. Lockard | 29 Jul 1980 |
| CDR Robert W. Leone | 07 Oct 1981 |
| CDR Steve L. Webb | 25 Apr 1983 |
| CDR C. J. Leslie | 16 Nov 1984 |
| CDR Jeorme L. Arbiter | Feb 1986 |
| CDR Anthony V. Colantoni, Jr. | 02 Sep 1987 |
| CDR Daniel W. Gabriel | 23 Nov 1988 |
| CDR Gregory R. Peairs | 31 May 1990 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| TBF-1 | Jan 1943 |
| TBF-1C | Oct 1943 |
| TBM-1 | May 1944 |
| TBM-1C | Oct 1944 |
| TBM-3 | Feb 1945 |
| TBM-3E | Sep 1945 |
| SB2C-4E | Mar 1946 |
| SB2C-5 | Nov 1946 |
| AD-1 | 23 Sep 1947 |
| AD-1Q | Jul 1948 |
| AD-4 | 02 Dec 1949 |
| AD-3 | 14 Nov 1950 |
| AD-2 | 05 Dec 1950 |
| AD-4Q | 05 Dec 1950 |

Aircraft Assignment—Continued

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| AD-1/2/3/4 | 1951* |
| AD-4NA | 03 Dec 1952 |
| AD-4B | 23 Dec 1952 |
| AD-5 | Jul 1955 |
| AD-6/A-1H† | Jul 1955 |
| AD-7/A-1J† | Apr 1959 |
| A-7B | Oct 1968 |
| A-7E | Dec 1969 |
| F/A-18A | 11 Nov 1984 |
| F/A-18C | Jun 1989 |

* Between July and December 1951 the squadron received and transferred numerous models of the AD Skyraider.

† The AD-6 and AD-7 designations were changed to A-1H and A-1J respectively in 1962.



Photo of squadron officers aboard Philippine Sea (CV 47) in 1951. A squadron AD-2 Skyraider is in the background.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 21 Oct 1943 | 04 Mar 1944 | CVG-17 | CV 17 | TBF-1C | Pacific* |
| 02 Feb 1945 | 08 Jul 1945 | CVG-17 | CV 12 | TBM-1C/3 | Pacific† |
| 04 Jan 1949 | 05 Mar 1949 | CVG-6 | CVB 41 | AD-1 | Med |
| 24 Aug 1950 | 11 Nov 1950 | CVG-2 | CV 21 | AD-4 | WestPac/Korea |
| 06 Dec 1950 | 09 Jun 1951 | CVG-2 | ‡ | AD-2 | WestPac/Korea |
| 08 Feb 1952 | 26 Sep 1952 | CVG-2 | CV 21 | AD-4 | WestPac/Korea |
| 03 Aug 1953 | 03 Mar 1954 | CVG-2 | CVA 10 | AD-4B/NA | WestPac |
| 03 Nov 1954 | 21 Jun 1955 | CVG-2 | CVA 9 | AD-4/4B | WestPac |
| 13 Nov 1956 | 22 May 1957 | CVG-2 | CVA 38 | AD-6 | WestPac |
| 16 Aug 1958 | 12 Mar 1959 | CVG-2 | CVA 41 | AD-6 | WestPac |
| 15 Aug 1959 | 25 Mar 1960 | CVG-2 | CVA 41 | AD-7 | WestPac |
| 16 Feb 1961 | 28 Sep 1961 | CVG-2 | CVA 41 | AD-7 | WestPac |
| 06 Apr 1962 | 20 Oct 1962 | CVG-2 | CVA 41 | A-1H/J | WestPac |
| 08 Nov 1963 | 26 May 1964 | CVW-2 | CVA 41 | A-1H/J | WestPac |
| 06 Mar 1965 | 23 Nov 1965 | CVW-2 | CVA 41 | A-1H/J | WestPac/Vietnam |
| 29 Jul 1966 | 23 Feb 1967 | CVW-2 | CVA 43 | A-1H | WestPac/Vietnam |
| 26 Jul 1967 | 06 Apr 1968 | CVW-15 | CVA 43 | A-1H/J | WestPac/Vietnam |
| 01 Feb 1969 | 18 Sep 1969 | CVW-16 | CVA 14 | A-7B | WestPac/Vietnam |
| 27 Oct 1970 | 17 Jun 1971 | CVW-2 | CVA 61 | A-7E | WestPac/Vietnam |
| 16 Nov 1972 | 23 Jun 1973 | CVW-2 | CVA 61 | A-7E | WestPac/Vietnam |
| 07 May 1974 | 18 Oct 1974 | CVW-2 | CVA 61 | A-7E | WestPac |
| 30 Jan 1976 | 07 Sep 1976 | CVW-2 | CV 61 | A-7E | WestPac/IO |
| 21 Feb 1979 | 22 Sep 1979 | CVW-2 | CV 61 | A-7E | WestPac |
| 10 Sep 1980 | 05 May 1981 | CVW-2 | CV 61 | A-7E | WestPac/IO |
| 07 Apr 1982 | 19 Oct 1982 | CVW-2 | CV 61 | A-7E | WestPac/IO |
| 21 Feb 1985 | 24 Aug 1985 | CVW-14 | CV 64 | F/A-18A | WestPac/IO |
| 04 Sep 1986 | 20 Oct 1986 | CVW-14 | CV 64 | F/A-18A | NorPac |
| 11 Apr 1987 | 13 Oct 1987 | CVW-14 | CV 64 | F/A-18A | WestPac/IO |
| 01 Dec 1988 | 01 Jun 1989 | CVW-14 | CV 64 | F/A-18A | WestPac/IO |
| 16 Sep 1989 | 19 Oct 1989 | CVW-14 | CV 64 | F/A-18A/C | NorPac |
| 23 Jun 1990 | 20 Dec 1990 | CVW-14 | CV 62 | F/A-18C | WestPac/IO/ Persian Gulf |

* The combat deployment time frame covers the squadron's departure from Pearl Harbor aboard *Bunker Hill* (CV 17) and its return to Pearl Harbor on 4 March 1944. The squadron detached from *Bunker Hill* on 4 March and returned to the States on 10 March 1944.

† The combat deployment time frame covers the squadron's 2 February 1945 embarkation in *Hornet* (CV 12) at Ulithi atoll and its return to the States on 8 July 1945.

‡ VA-65 deployed to Korea embarked in *Valley Forge* (CV 45). On 29 March 1951 the squadron, along with the rest of CVG-2, transferred to *Philippine Sea* (CV 47) for continued operations in Korea. It returned to the States embarked in *Philippine Sea*.



Squadron A-1H Skyraiders on the deck of Coral Sea (CVA 43) in 1966 during their deployment to Vietnam.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|----------------------------------|------------------|------------------------|
| CVG-17/CVBG-17/ CVBG-5/CVG-6* | C† | 01 Jan 1943 |
| CVG-2/CVW-2§ | M/NE‡ | 01 Aug 1950 |
| CVW-15 | NL | 31 Mar 1967 |
| COMFAIRALAMEDA | | 1968** |
| CVW-16 | AH | 1968 |
| CVW-2 | NE | 1970*** |
| CVW-14 | NK | Jan 1984 |

* CVG-17 was established on 1 January 1943. It was redesignated CVBG-17 on 22 January 1946 and then became CVBG-5 on 15 November 1946. The CVGB-5 designation was changed to CVG-6 on 27 July 1948.

† The tail code was assigned to CVBG-5 on 12 December 1946.

‡ The tail code was changed from M to NE in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

§ CVG-2 was redesignated CVW-2 when Carrier Air Groups (CVG) were redesignated Carrier Air Wings (CVW) on 20 December 1963.

** During the squadron's transition to the A-7B Corsair II, its administrative superior was Commander Fleet Air Alameda. Once the transition was complete it was assigned to CVW-16.

*** CVW-2 returned from a WestPac deployment on 1 June 1970 and VA-25 was assigned to the air wing sometime in the summer or fall of 1970.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| PUC | 11 Nov 1943 | 23 Feb 1944 |
| | 16 Feb 1945 | 10 Jun 1945 |
| NAVE | 01 Jul 1948 | 30 Jun 1949 |
| | 01 Jul 1949 | 30 Jun 1950 |
| | 01 Jul 1964 | 30 Jun 1965 |
| | 01 Jan 1986 | 31 Dec 1986 |
| | 01 Jan 1987 | 31 Dec 1987 |
| | 01 Jan 1990 | 31 Dec 1990 |
| KSM | 14 Sep 1950 | 26 Oct 1950 |
| | 16 Dec 1951 | 30 Mar 1951 |
| | 15 Apr 1951 | 02 Jun 1951 |
| | 10 Mar 1952 | 09 Sep 1952 |
| HSM | 25 May 1976 | 01 Jun 1976 |
| | 20 Mar 1981 | |
| NUC | 29 Mar 1951 | 31 May 1951 |
| | 16 Apr 1965 | 04 Nov 1965 |
| | 12 Aug 1966 | 01 Feb 1967 |
| | 13 Aug 1967 | 19 Feb 1968 |
| | 02 Aug 1990 | |
| | 01 Nov 1990 | |
| AFEM | 06 Sep 1958 | 10 Sep 1958 |
| | 12 Sep 1958 | 29 Sep 1958 |



A squadron A-7E Corsair II at NAS North Island, California, in 1975.

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 12 Oct 1958 | 30 Oct 1958 |
| | 11 Nov 1958 | 15 Nov 1958 |
| | 30 Nov 1958 | 12 Dec 1958 |
| | 24 Mar 1961 | 25 Mar 1961 |
| | 28 Mar 1961 | 07 Apr 1961 |
| | 09 Apr 1965 | 11 May 1965 |
| | 20 May 1965 | 28 Jun 1965 |
| | 20 Apr 1967 | 27 Apr 1967 |
| | 23 Jan 1968 | 22 Mar 1968 |
| | 20 Apr 1969 | 27 Apr 1969 |
| | 04 Aug 1969 | |
| | 16 Aug 1969 | 24 Aug 1969 |
| | 30 Aug 1969 | |
| MUC | 18 Feb 1969 | 07 Sep 1969 |
| | 18 Nov 1970 | 02 Jun 1971 |
| | 01 Jan 1988 | 31 Aug 1989 |
| NEM | 30 Oct 1980 | 12 Mar 1981 |
| RVNGC | 05 Oct 1965 | |
| | 09 Oct 1965 | |
| | 20 Nov 1966 | 21 Nov 1966 |
| | 29 Dec 1966 | |
| | 23 Nov 1967 | |
| | 02 Dec 1967 | |
| | 04 Dec 1967 | |
| | 20 Dec 1967 | 22 Dec 1967 |
| | 20 Jan 1968 | |
| | 23 Jan 1968 | 27 Jan 1968 |
| | 29 Jan 1968 | 19 Feb 1968 |
| | 04 Mar 1969 | 08 Mar 1969 |
| | 10 Mar 1969 | |
| | 12 Mar 1969 | 19 Mar 1969 |
| | 29 Mar 1969 | 31 Mar 1969 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 02 Apr 1969 | 03 Apr 1969 |
| | 06 Apr 1969 | 07 Apr 1969 |
| | 09 Apr 1969 | 15 Apr 1969 |
| | 10 May 1969 | 29 May 1969 |
| | 31 May 1969 | 03 Jun 1969 |
| | 28 Jun 1969 | 30 Jun 1969 |
| VNSM | 22 Jul 1965 | 26 Aug 1965 |
| | 10 Sep 1965 | 09 Oct 1965 |
| | 18 Oct 1965 | 04 Nov 1965 |
| | 12 Sep 1966 | 19 Oct 1966 |
| | 30 Oct 1966 | |
| | 01 Nov 1966 | 04 Dec 1966 |
| | 26 Dec 1966 | 01 Feb 1967 |
| | 26 Aug 1967 | 01 Oct 1967 |
| | 12 Oct 1967 | 28 Oct 1967 |
| | 04 Nov 1967 | 05 Nov 1967 |
| | 11 Nov 1967 | 08 Dec 1967 |
| | 16 Dec 1967 | 07 Jan 1968 |
| | 15 Jan 1968 | 21 Feb 1968 |
| | 03 Mar 1969 | 20 Mar 1969 |
| | 29 Mar 1969 | 16 Apr 1969 |
| | 09 May 1969 | 04 Jun 1969 |
| | 25 Jun 1969 | 01 Aug 1969 |
| | 18 Nov 1970 | 18 Dec 1970 |
| | 27 Dec 1970 | 13 Jan 1971 |
| | 02 Feb 1971 | 17 Mar 1971 |
| | 31 Mar 1971 | 18 Apr 1971 |
| | 25 Apr 1971 | 18 May 1971 |
| | 09 Dec 1972 | 03 Jan 1973 |
| | 14 Jan 1973 | 30 Jan 1973 |
| | 01 Feb 1973 | 06 Feb 1973 |
| SASM | 05 Aug 1990 | 04 Nov 1990 |



Two squadron F/A-18 Hornets on deck preparing to launch, circa 1988 or 1989.

VFA-27

Lineage

Established as Attack Squadron TWENTY SEVEN (VA-27) on 1 September 1967.

Redesignated Strike Fighter Squadron TWENTY SEVEN (VFA-27) on 24 January 1991. The first squadron to be assigned the VFA-27 designation.

Squadron Insignia and Nickname

The squadron's insignia was approved by the CNO on 25 March 1968. Colors for the glove and mace



The squadron's Royal Maces insignia with the VA-27 (Attack Squadron 27) designation in the scroll.



The squadron maintained the same insignia design following its redesignation to VFA-27. The only change was the designation in the scroll.

insignia are as follows: sky blue background with a white cloud outlined in blue; light blue glove outlined in black and with USN in white; orange-red mace handle with a black mace, outlined in white; white scroll outlined in black with black lettering.

Nickname: Royal Maces, 1968-present.

Chronology of Significant Events

28 Jun 1968: The squadron flew its first combat sortie, striking targets in the panhandle region of North Vietnam.

4 Feb–7 Mar 1971: VA-27 embarked in *Enterprise* (CVAN 65), conducted training flights during the carrier's transit around Cape Horn to her new home port in California.

Dec 1971: With the outbreak of war between India and Pakistan over East Pakistan (later Bangladesh), *Enterprise* departed Yankee Station and made a quick transit to the Indian Ocean to provide support for the evacuation of foreign civilians from East Pakistan.

Oct 1972: Participated in Linebacker I operations, heavy air strikes against targets in North Vietnam to interdict the flow of supplies in that country and into South Vietnam.

Dec 1972: Participated in Linebacker II operations, an intensified version of Linebacker I operations.

Feb 1975: *Enterprise*, with CVW-14, provided disas-

ter support for the island country of Mauritius following a tropical storm.

Apr 1975: Participated in operation Frequent Wind and provided air support for helicopters evacuating personnel from Saigon as it fell to the communists.

Feb 1977: During the crisis in Uganda and threats against Americans in that country, *Enterprise* operated off the coast of Kenya for possible support in the evacuation of Americans.

Dec 1979: *Coral Sea* (CV 43) operated off the coast of South Korea following the assassination of South Korea's President Park Chung-Hee in late October.

Apr 1980: The squadron participated in the Iranian hostage rescue attempt by providing air cover for the forces directly involved in the rescue operation.

May 1980: Following civil unrest in South Korea, *Coral Sea* operated off the coast of that country.

Aug 1983: Due to the unsettled conditions in Central America, *Coral Sea* (CV 43) operated off the coast of Nicaragua.

Aug 1986: The squadron participated in the first carrier tactical flight operations in the Bering Sea since the end of World War II.

Home Port Assignments

| Location | Assignment Date |
|-------------|-----------------|
| NAS Lemoore | 01 Sep 1967 |

Commanding Officers

| | Date Assumed Command |
|-------------------------|----------------------|
| CDR George T. Pappas | 01 Sep 1967 |
| CDR Donald L. Felt | 28 Feb 1969 |
| CDR Thomas W. Durant | 04 Feb 1970 |
| CDR Leroy B. Keeley | 22 Jan 1971 |
| CDR Jerome L. Johnson | 22 Dec 1971 |
| CDR Leon A. Edney | 15 Dec 1972 |
| CDR Meredith W. Patrick | 09 Jan 1974 |
| CDR James A. Kenney | 07 Mar 1975 |
| CDR Dale A. Iverson | 28 May 1976 |
| CDR Richard K. Pottratz | 01 Aug 1977 |
| CDR James W. Partington | 30 Nov 1978 |
| CDR James S. Zayicek | 10 May 1980 |
| CDR Dennis V. McGinn | 24 Sep 1981 |
| CDR Joseph E. Hart | 16 Dec 1982 |
| CDR Hugh D. Connell II | 01 May 1984 |
| CDR Joseph P. Sciabarra | 25 Oct 1985 |
| CDR Malcolm P. Branch | 29 May 1987 |
| CDR Richard E. Clayton | 03 Sep 1988 |
| CDR Stanford H. Hlavka | 29 Mar 1990 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| A-7A | Jan 1969 |
| A-7E | 30 Jun 1970 |
| F/A-18A | 20 Feb 1991 |



Two squadron A-7E Corsair IIs fly along a deserted coast line during their deployment to the Indian Ocean, 1986.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 28 May 1968 | 31 Jan 1969 | CVW-14 | CVA 64 | A-7A | WestPac/Vietnam |
| 11 Aug 1969 | 08 May 1970 | CVW-14 | CVA 64 | A-7A | WestPac/Vietnam |
| 11 Jun 1971 | 12 Feb 1972 | CVW-14 | CVAN 65 | A-7E | WestPac/ Vietnam/IO |
| 12 Sep 1972 | 11 Jun 1973 | CVW-14 | CVAN 65 | A-7E | WestPac/Vietnam |
| 17 Sep 1974 | 20 May 1975 | CVW-14 | CVAN 65 | A-7E | WestPac /IO |
| 30 Jul 1976 | 28 Mar 1977 | CVW-14 | CVN 65 | A-7E | WestPac/IO |
| 04 Apr 1978 | 30 Oct 1978 | CVW-14 | CVN 65 | A-7E | WestPac/IO |
| 13 Nov 1979 | 11 Jun 1980 | CVW-14 | CV 43 | A-7E | WestPac/IO |
| 20 Aug 1981 | 23 Mar 1982 | CVW-14 | CV 43 | A-7E | WestPac/IO |
| 21 Mar 1983 | 12 Sep 1983 | CVW-14 | CV 43 | A-7E | World Cruise |
| 13 Oct 1984 | 24 May 1985 | CVW-15 | CVN 70 | A-7E | WestPac/IO |
| 12 Aug 1986 | 05 Feb 1987 | CVW-15 | CVN 70 | A-7E | WestPac/IO |
| 15 Jun 1988 | 14 Dec 1988 | CVW-15 | CVN 70 | A-7E | WestPac/IO |
| 05 Sep 1989 | 09 Nov 1989 | CVW-15 | CVN 70 | A-7E | NorPac/WestPac |
| 01 Feb 1990 | 29 Jul 1990 | CVW-15 | CVN 70 | A-7E | WestPac/IO |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| COMFAIRALAMEDA | | 01 Sep 1967 |
| CVW-14 | NK | 05 Jan 1968 |
| CVW-15 | NL | 21 Nov 1983 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| AFEM | 16 Oct 1969 | 24 Oct 1969 |
| | 16 Mar 1970 | 23 Mar 1970 |
| | 29 Apr 1975 | 30 Apr 1975 |
| | 14 Jun 1968 | 23 Jan 1969 |
| MUC | 07 Sep 1969 | 30 Apr 1970 |
| | 02 Jul 1971 | 03 Feb 1972 |
| | 22 Apr 1975 | 30 Apr 1975 |
| | 10 Nov 1984 | 07 May 1985 |
| | 16 Jan 1987 | 02 Feb 1987 |
| | 01 Feb 1980 | 05 May 1980 |
| NEM | 11 Oct 1981 | 20 Oct 1981 |
| | 03 Oct 1972 | 22 Feb 1973 |
| NUC | 27 Jun 1968 | 22 Jul 1968 |
| VNSM | 02 Aug 1968 | 28 Aug 1968 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 11 Sep 1968 | 09 Oct 1968 |
| | 23 Oct 1968 | 29 Nov 1968 |
| | 09 Dec 1968 | 21 Dec 1968 |
| | 01 Jan 1969 | 07 Jan 1969 |
| | 11 Sep 1969 | 03 Oct 1969 |
| | 01 Nov 1969 | 23 Nov 1969 |
| | 07 Dec 1969 | 22 Dec 1969 |
| | 05 Jan 1970 | 30 Jan 1970 |
| | 12 Feb 1970 | 01 Mar 1970 |
| | 26 Mar 1970 | 17 Apr 1970 |
| | 14 Jul 1971 | 31 Jul 1971 |
| | 15 Aug 1971 | 14 Sep 1971 |
| | 12 Sep 1971 | |
| | 25 Sep 1971 | 26 Sep 1971 |
| | 02 Oct 1972 | 23 Oct 1972 |
| | 01 Nov 1972 | 11 Dec 1972 |
| | 18 Dec 1972 | 13 Jan 1973 |
| | 24 Jan 1973 | 23 Feb 1973 |
| | 01 Mar 1973 | 02 Mar 1973 |
| | 11 Mar 1973 | 28 Mar 1973 |
| HSM | 29 Apr 1975 | 30 Apr 1975 |
| NAVE | 01 Jan 1985 | 31 Dec 1985 |



A squadron F/A-18A Hornet in flight, 1992.

VFA-37

Lineage

Established as Attack Squadron THIRTY SEVEN (VA-37) on 1 July 1967.

Redesignated Strike Fighter Squadron THIRTY SEVEN (VFA-37) on 28 November 1990. The first squadron to be assigned the VFA-37 designation.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 26 March 1968. A design centering on a Bull was



The squadron has used the Bulls insignia since March 1968.

selected to symbolize the spirit, pride and mission of the unit. The insignia colors are as follows: a light blue circular background surrounded by a white border outlined in black; red-brown bull with a black mane, white horns tipped with red and the nostrils emitting clouds of white steam; white

teeth and a red eye; and a dark blue scroll outlined in black with lettering in white.

Nickname: Bulls, 1968-present.

Chronology of Significant Events

Jul-Nov 1967: Squadron personnel were trained by VA-174 in the operation of the A-7A Corsair II.

Sep 1970: Fighting erupted between Palestinian forces and the Jordanian Army as a result of the Palestinian hijacking of several civilian airliners to Jordan. *Saratoga* (CVA 60) with its embarked air wing, including VA-37, was directed to operate in the eastern Mediterranean in response to this crisis. The conflict intensified when Syria invaded Jordan and VA-37 remained on station until the latter part of September when the Jordanian Army had successfully repulsed the Syrians and the crisis had abated.

29 Sep 1970: VA-37 participated in an air power demonstration for President Nixon during his two day visit to *Saratoga* while she steamed in the Med.

Jun-Oct 1971: VA-37 participated in the test and evaluation of the new CV concept during the *Saratoga's* deployment to the North Atlantic and the Mediterranean Sea. The CV concept involved combining the capabilities of the attack and antisubmarine carriers (CVA and CVS) into a single ship.

1 Aug 1972: While on a combat mission near the island of Hon Nieu, off the coast of North Vietnam, a squadron's A-7A Corsair II was used to establish a sonobuoy field in an anchorage area. This was the first time an A-7 had ever been used to drop sonobuoys.

Jun 1982: *John F. Kennedy*, with VA-37 embarked, took station off the coast of Lebanon after Israel invaded that country.

Jun 1984: The primary mission of the squadron was changed to close air support in preparation for its deployment to MCAS Iwakuni as part of the Marine Corps Unit Deployment Program. VA-37's deployment was scheduled as a replacement for a Marine Corps A-4M squadron. Two Navy A-7 squadrons had been selected for the program because the A-7 Corsair II was very similar in size and make-up to a Marine Corps A-4 Skyhawk squadron. The deployment of the two Navy attack squadrons was designed to test the interoperational abilities of the Marine Corps and Navy.

Dec 1984: VA-37 deployed to MCAS Iwakuni and relieved VA-105. VA-105 was the first Navy squadron to participate in the Marine Corps Unit Deployment Program and it was also the first time a Navy squadron came under the operational control of the Marine Corps since World War II.

Mar 1985: While deployed to MCAS Iwakuni, the squadron was detached to Yechon, Korea, to participate in exercise Team Spirit 85. This was the first time a Navy carrier-based squadron had deployed in field conditions since World War II.



A formation of squadron A-7E Corsair IIs, 1989.

Home Port Assignments

| Location | Assignment Date |
|-----------------|-----------------|
| NAS Cecil Field | 01 Jul 1967 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|---------------------------|-----------------------------|
| CDR James A. Burnett | 01 Jul 1967 |
| CDR J. R. Tappan | 08 Nov 1968 |
| CDR K. E. Moranville | Sep 1969 |
| CDR C. B. Hawkins, Jr. | 03 Jul 1970 |
| CDR Thomas F. Brown III | 28 May 1971 |
| CDR Jerome F. Watson | 07 Jan 1972 |
| CDR Clarence E. Armstrong | 22 Feb 1973 |
| CDR James W. Keathley | 21 Mar 1974 |
| CDR George K. Coyne, Jr. | 10 Jul 1975 |
| CDR Richard W. Hamon | 15 Oct 1976 |
| CDR Robert J. Spane | 12 Jan 1978 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|--------------------------|-----------------------------|
| CDR A. Coward IV | 18 Apr 1979 |
| CDR W. B. Christie | 03 Jul 1980 |
| CDR Leroy A. Farr | 21 Oct 1981 |
| CDR Robert L. Ramsay III | 01 Feb 1983 |
| CDR Brian L. Lehman | 12 Jul 1984 |
| CDR Jeffrey Harrison | 05 Dec 1985 |
| CDR James R. O'Hora | 02 Jul 1987 |
| CDR L. Scott Jacobsen | 14 Dec 1988 |
| CDR Carroll L. White | 22 Jun 1990 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| A-7A | Aug 1967 |
| A-7E | 23 Apr 1973 |
| F/A-18A | 13 Dec 1990 |

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|----------------------------|
| 30 Dec 1968 | 04 Sep 1969 | CVW-11 | CVA 63 | A-7A | WestPac/Vietnam |
| 17 Jun 1970 | 09 Nov 1970 | CVW-3 | CVA 60 | A-7A | Med |
| 07 Jun 1971 | 28 Oct 1971 | CVW-3 | CVA 60 | A-7A | NorLant/Med |
| 11 Apr 1972 | 13 Feb 1973 | CVW-3 | CV 60 | A-7A | SoLant/IO/West Pac/Vietnam |
| 27 Sep 1974 | 19 Mar 1975 | CVW-3 | CV 60 | A-7E | Med |
| 06 Jan 1976 | 28 Jul 1976 | CVW-3 | CV 60 | A-7E | Med |
| 11 Jul 1977 | 23 Dec 1977 | CVW-3 | CV 60 | A-7E | Med |
| 03 Oct 1978 | 05 Apr 1979 | CVW-3 | CV 60 | A-7E | Med |
| 10 Mar 1980 | 27 Aug 1980 | CVW-3 | CV 60 | A-7E | Med |
| 04 Jan 1982 | 14 Jul 1982 | CVW-3 | CV 67 | A-7E | Med/IO |
| 01 Mar 1983 | 29 Oct 1983 | CVW-15 | CVN 70 | A-7E | World Cruise |
| 01 Dec 1984 | 14 Jun 1985 | MAG-12 | MCAS Iwakuni | A-7E | Japan/WestPac |
| 02 Jun 1986 | 10 Nov 1986 | CVW-6 | CV 59 | A-7E | Med |
| 28 Aug 1987 | 09 Oct 1987 | CVW-6 | CV 59 | A-7E | NorLant |
| 25 Apr 1988 | 07 Oct 1988 | CVW-6 | CV 59 | A-7E | Med/IO/NorLant |
| 04 Nov 1989 | 12 Apr 1990 | CVW-6 | CV 59 | A-7E | Med |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|----------------------|------------------|------------------------|
| COMFAIRJACKSON-VILLE | | Jul 1967 |
| CVW-11 | NH | Oct 1968 |
| COMFAIRJACKSON-VILLE | | Sep 1969 |
| CVW-3 | AC | Jan 1970 |
| CVW-15 | NL | 01 Oct 1982 |

Air Wing Assignments—Continued

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|------------------|------------------|------------------------|
| COMLATWING ONE | | Oct 1983 |
| MAG-12, 1st MAW* | | 01 Dec 1984 |
| CVW-6 | AE | Aug 1985 |
| COMLATWING ONE | | 01 Oct 1990 |

* VA-37 was assigned to MAG-12, 1st MAW during its shorebased deployment to MCAS Iwakuni, Japan.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NAVE | 01 Jul 1971 | 31 Dec 1972 |
| | 01 Jan 1989 | 31 Dec 1989 |
| MUC | 17 Sep 1970 | 18 Oct 1970 |
| | 04 May 1971 | 17 May 1972 |
| | 09 Jan 1973 | 03 May 1977 |
| | 01 Oct 1979 | 15 Nov 1980 |
| | 01 Jan 1989 | 01 Apr 1990 |
| NUC | 15 Jan 1969 | 27 Aug 1969 |
| | 18 May 1972 | 08 Jan 1973 |
| VNSM | 27 Jan 1969 | 01 Mar 1969 |
| | 12 Mar 1969 | 05 Apr 1969 |
| | 17 Apr 1969 | 10 May 1969 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 28 Jun 1969 | 15 Jul 1969 |
| | 27 Jul 1969 | 16 Aug 1969 |
| | 06 May 1972 | 07 May 1972 |
| | 17 May 1972 | 22 Jun 1972 |
| | 30 Jun 1972 | 16 Jul 1972 |
| | 27 Jul 1972 | 23 Aug 1972 |
| | 02 Sep 1972 | 19 Sep 1972 |
| | 29 Sep 1972 | 21 Oct 1972 |
| | 25 Oct 1972 | 26 Oct 1972 |
| | 03 Nov 1972 | 08 Dec 1972 |
| | 18 Dec 1972 | 31 Dec 1972 |



Two squadron F/A-18C Hornets in flight over snow-covered mountains; note the bull on the tail of each aircraft, 1992.

VFA-81

Lineage

Established as Attack Squadron SIXTY SIX (VA-66) on 1 July 1955.

Redesignated Fighter Squadron EIGHTY ONE (VF-81) on 1 July 1955, the same day it was established as VA-66.

Redesignated Attack Squadron EIGHTY ONE (VA-81) on 1 July 1959.

Redesignated Strike Fighter Squadron EIGHTY ONE (VFA-81) on 4 February 1988. The first squadron to be assigned the VA-66, VA-81 and VFA-81 designation.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 16 December 1955. Colors for the insignia were: a light blue background with an outer ring of alternating red and yellow sections, outlined in black; white cloud with black markings; black cougar with white markings and red eyes, mouth and claws; gray knight with black markings; red scarf; red and yellow helmet plume, shield and lance outlined in black; red scroll outlined in black, with yellow lettering.



The squadron's first insignia, the Crusaders, was approved in 1955.

A new insignia was approved by CNO on 21 November 1963. Color for this insignia were: a black background outlined in international orange; international orange mach wave design; orange scroll with black lettering.

A modification to the squadron's insignia was approved by CNO on 30 March 1988. Colors for this insignia are: a dark blue background outlined in



The squadron's second insignia was a stylized mach wave design, approved in 1963.



When the squadron was redesignated VFA a modification to its second insignia was approved for use in 1988.

orange; orange scrolls with black lettering; silver stars and stylized aircraft; gold aircraft contrails and an orange mach wave design.

Nickname: Crusaders, 1955–1963.

Sunliners, 1963–present.

Chronology of Significant Events

Nov–Dec 1956: *Franklin D. Roosevelt* (CVA 42), with VF-81 embarked, was ordered to deploy and operate off the coast of Spain as a result of the Suez Canal crisis.

Apr–May 1957: VF-81, while deployed to the Mediterranean aboard *Lake Champlain* (CVA 39), operated off the coast of Lebanon during a crisis in Jordan.

Oct 1961–Feb 1962: VA-81 Det 45 deployed to the North Atlantic embarked in *Essex* (CVS 9). The detachment was part of CVSG-56, and with its A4D Skyhawks employing Sidewinder missiles, provided air cover for antisubmarine units embarked in *Essex*. The detachment was the first jet unit to function as part of an antisubmarine killer force.

Sep 1969: *John F. Kennedy* (CVA 67), with VA-81 embarked, were ordered to operate off the coast of Libya following a coup that overthrew the Libyan monarchy on 1 September 1969.

2–5 Dec 1972: The squadron's A-7E Corsair II aircraft conducted cross-deck operations with the British carrier HMS *Ark Royal*.

Jul–Aug 1974: The squadron operated from *Forrestal* (CVA 59) in the vicinity of Cyprus following a coup in that country and its invasion by Turkish forces. Surveillance and cover missions were flown by the squadron during the crisis.

May–Jun 1981: Embarked in *Forrestal*, VA-81 operated in the eastern Mediterranean following Israeli reprisal raids against Syrian missile batteries located in southern Lebanon.

Aug 1981: The squadron participated a Freedom of Navigation Exercise in the Gulf of Sidra. During this exercise two F-14 Tomcats from *Nimitz* (CVN 68) shot down two Libyan SU-22 Fitters on 18 August. Tensions escalated and VA-81 flew reconnaissance missions over potentially hostile Libyan ships.

24 Mar 1986: Following a Libyan SA-5 missile firing against U.S. naval aircraft operating in the Gulf of Sidra during a Freedom of Navigation exercise, VA-81 aircraft participated in a retaliatory strike against the missile site at Surt, Libya. Squadron aircraft acted as the decoy group for VA-83's HARM strike against the Libyan missile radar site.

Aug–Dec 1990: The squadron participated in Operation Desert Shield, the build-up of American and Allied forces to counter a threatened invasion of Saudi Arabia by Iraq and as part of an economic blockade of Iraq to force its withdrawal from Kuwait.



A squadron F9F-8B in flight, 1957 (Courtesy Duane Kasulka Collection).

Home Port Assignment

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------|------------------------|
| NAS Oceana | 01 Jul 1955 |
| NAS Cecil Field | 01 May 1966 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|----------------------------|-----------------------------|
| CDR Merle M. Hershey | 01 Jul 1955 |
| LCDR Robert Godman | 30 Jul 1957 |
| LCDR J. M. Scarborough | 15 Aug 1958 |
| CDR Lawrence Heyworth, Jr. | 17 Oct 1958 |
| CDR William P. Kiser | 04 Nov 1959 |
| CDR Richard E. Rumble | 09 Nov 1960 |
| CDR John N. Longfield | 31 Oct 1961 |
| CDR Robert B. Gohr | 01 Dec 1962 |
| CDR Grover K. Gregory | 01 Oct 1963 |
| CDR Nicholas A. Castruccio | 06 Oct 1964 |
| CDR Burton H. Sheperd | 16 Oct 1965 |
| CDR Edward A. Grunwald | 20 Sep 1966 |
| CDR Melville D. Cunningham | 19 Sep 1967 |
| CDR Lloyd M. Westphal | 25 Sep 1968 |
| CDR John J. Lahr | 24 Jul 1969 |
| CDR Richard J. Damico | 12 Jun 1970 |
| CDR Thomas C. Watson, Jr. | 14 Apr 1971 |
| CDR Jerry O. Tuttle | 18 Feb 1972 |
| CDR Kenneth A. Dickerson | 18 Feb 1973 |
| CDR Ralph E. Whitby | 21 Feb 1974 |
| CDR Robert V. Sallada | 03 Mar 1975 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|----------------------------|-----------------------------|
| CDR Richard Birtwistle III | 03 Jun 1976 |
| CDR Jerry O. Yarborough | 30 Jun 1977 |
| CDR Philip H. Jacobs | 14 Jul 1978 |
| CDR James E. Killian | 26 Jul 1979 |
| CDR George J. Webb, Jr. | 18 Dec 1980 |
| CDR William C. Miller III | 09 Mar 1982 |
| CDR William E. Beaty III | Sep 1983 |
| CDR Kenneth C. Cech | 07 Mar 1985 |
| CDR Jay M. Munninghoff | 02 Jul 1986 |
| CDR William N. Deaver, Jr. | 04 Feb 1988 |
| CDR Gerald L. Hoewing | 11 May 1989 |
| CDR Michael T. Anderson | 29 Aug 1990 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| F9F-8 | Aug 1955 |
| F9F-8B | Apr 1956 |
| A4D-2/A-4B* | 04 Mar 1959 |
| A-4E | 03 Apr 1963 |
| A-4C | Sep 1967 |
| A-7E | May 1970 |
| F/A-18C | 30 Mar 1988 |

* The A4D-2 designation was changed to A-4B in 1962.



A squadron A-4C Skyhawk after completing a successful landing aboard John F. Kennedy (CVA 67) in 1969.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 21 Jan 1957 | 27 Jul 1957 | ATG-182 | CVA 39 | F9F-8/8B | Med |
| 09 Jun 1958 | 08 Aug 1958 | ATG-181 | CVA 11 | F9F-8 | NorLant |
| 28 Jan 1960 | 31 Aug 1960 | CVG-8 | CVA 59 | A4D-2 | Med |
| 09 Feb 1961 | 25 Aug 1961 | CVG-8 | CVA 59 | A4D-2 | Med |
| 03 Aug 1962 | 02 Mar 1963 | CVG-8 | CVA 59 | A4D-2 | Med |
| 10 Jul 1964 | 13 Mar 1965 | CVW-8 | CVA 59 | A-4E | Med |
| 24 Aug 1965 | 07 Apr 1966 | CVW-8 | CVA 59 | A-4E | Med |
| 29 Sep 1966 | 20 May 1967 | CVW-8 | CVA 38 | A-4E | Med |
| 15 Nov 1967 | 04 Aug 1968 | CVW-8 | CVA 38 | A-4C | Med |
| 05 Apr 1969 | 21 Dec 1969 | CVW-1 | CVA 67 | A-4C | Med |
| 05 Jan 1971 | 02 Jul 1971 | CVW-17 | CVA 59 | A-7E | Med |
| 22 Sep 1972 | 06 Jul 1973 | CVW-17 | CVA 59 | A-7E | Med |
| 11 Mar 1974 | 11 Sep 1974 | CVW-17 | CVA 59 | A-7E | Med |
| 05 Mar 1975 | 22 Sep 1975 | CVW-17 | CV 59 | A-7E | Med |
| 04 Apr 1978 | 26 Oct 1978 | CVW-17 | CV 59 | A-7E | Med/NorLant |
| 27 Nov 1979 | 07 May 1980 | CVW-17 | CV 59 | A-7E | Med |
| 02 Mar 1981 | 15 Sep 1981 | CVW-17 | CV 59 | A-7E | Med/NorLant |
| 08 Jun 1982 | 16 Nov 1982 | CVW-17 | CV 59 | A-7E | Med/IO |
| 02 Apr 1984 | 20 Oct 1984 | CVW-17 | CV 60 | A-7E | Med |
| 26 Aug 1985 | 16 Apr 1986 | CVW-17 | CV 60 | A-7E | Med/IO |
| 05 Jun 1987 | 17 Nov 1987 | CVW-17 | CV 60 | A-7E | Med |
| 07 Aug 1990 | 28 Mar 1991 | CVW-17 | CV 60 | F/A-18C | Med/Red Sea |



A formation of squadron A-7E Corsair IIs over NAS Cecil Field, Florida, in 1970.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|----------------------|------------------|------------------------|
| ATG-182 | O | 01 Jul 1955 |
| CVG-17 | R | Nov 1956 |
| ATG-182 | O/AN* | Dec 1956 |
| ATG-181 | AM | 15 Mar 1958 |
| CVG-8/CVW-8† | AJ | 08 Aug 1958 |
| CVW-1 | AB | 25 Aug 1968 |
| COMFAIRJACKSON-VILLE | | 02 Mar 1970 |
| COMLATWING 1 | | 01 Jun 1970 |
| CVW-17 | AA | 01 Aug 1970 |

* The tail code was changed from O to AN in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

† CVG-8 was redesignated CVW-8 when Carrier Air Groups (CVG) were redesignated Carrier Air Wings (CVW) on 20 December 1963.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NAVE | 01 Jul 1968 | 31 Dec 1969 |
| | 01 Jan 1973 | 30 Jun 1974 |
| | 01 Jan 1987 | 31 Dec 1987 |
| | 10 Oct 1985 | 11 Oct 1985 |
| NUC | 23 Mar 1986 | 29 Mar 1986 |
| | 17 Jan 1991 | 28 Feb 1991 |
| | 28 Feb 1979 | 07 May 1980 |
| | 05 Sep 1982 | 10 Sep 1982 |
| MUC | 13 Oct 1982 | 05 Nov 1982 |
| | 20 Jan 1986 | 29 Mar 1986 |
| | 22 Aug 1990 | 21 Sep 1990 |
| | 23 Oct 1990 | 09 Dec 1990 |
| SASM | 06 Jan 1991 | 11 Mar 1991 |
| | 17 Jan 1991 | 28 Feb 1991 |
| KLM | | |
| | | |



A squadron F/A-18C in flight, 1988.

VFA-82

Lineage

Established as Attack Squadron EIGHTY TWO (VA-82) on 1 May 1967.

Redesignated Strike Fighter Squadron EIGHTY TWO (VFA-82) on 13 July 1987. The first squadron to be assigned the VA-82 and VFA-82 designations.



This is the only insignia the squadron has used since it was established in 1967. When it was redesignated VFA in 1987, the squadron changed the ATKRON 82 acronym in the scroll to STRK-FITRON 82.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 8 November 1967. Colors for the insignia are: a white background outlined in blue; blue shield outlined in black; brown eagle with white and black markings; yellow trident outlined in black; and a blue scroll with white lettering.

Nickname: Marauders, 1967-present.

Chronology of Significant Events

31 May 1968: The squadron participated in its first combat operations, flying sorties over North Vietnam.

Jul-Oct 1972: The squadron participated in Operation Linebacker I, heavy air strikes against targets in North Vietnam.

Dec 1972: The squadron participated in Linebacker II operations, a more intensified version of Linebacker I operations.

Jan 1980: After the U.S. Embassy staff was taken hostage in Tehran, Iran, VA-82 departed Naples, Italy, embarked in *Nimitz* (CVN 68), enroute to the Indian Ocean via the Cape of Good Hope. This was the beginning of 144 consecutive days at sea for the squadron.

Oct 1981: Following the assassination of President Sadat of Egypt, *Nimitz*, with VA-82 embarked, was ordered to operate off the coast of Egypt.

Jun 1985: *Nimitz*, with VA-82 embarked, was ordered to operate off the coast of Lebanon due to the hijacking of TWA flight 847 by Arab radicals. The carrier and squadron remained on station until the release of the hostages in the latter part of July.

Sep 1989: Squadron aircraft flew support missions during the evacuation of the American Embassy in Beirut, Lebanon.

12 Feb-7 Apr 1990: VFA-82 was embarked in *Constellation* (CV 64) during its transit from the west coast to the east coast via the Straits of Magellan.



A squadron A-7A Corsair II preparing to launch from Coral Sea (CVA 43) while deployed to Vietnam in 1969.

Home Port Assignments

| Location | Assignment Date |
|-----------------|-----------------|
| NAS Cecil Field | 01 May 1967 |

Commanding Officers

| | Date Assumed Command |
|----------------------------|----------------------|
| CDR J. A. Burnett | 20 Jul 1967 |
| CDR J. E. Jones | 05 Sep 1967 |
| CDR D. P. Thomas | 08 Jan 1969 |
| CDR E. M. Clemens | 01 Dec 1969 |
| CDR James M. Gleim | 30 Oct 1970 |
| CDR Thomas P. Scott | 22 Oct 1971 |
| CDR Donald M. Sumner | 02 Sep 1972 |
| CDR Jerry C. Breast | 25 Oct 1973 |
| CDR Peter R. Schoeffel | 13 Aug 1974 |
| CDR Douglas P. Dunbar, Jr. | 04 Aug 1975 |
| CDR Thomas A. Mercer | 04 Nov 1976 |
| CDR Donald B. Hunt | 16 Nov 1977 |
| CDR David M. Gist | Jan 1979 |
| CDR Robert B. Newell, Jr. | 12 Mar 1980 |
| CDR Dan H. Ryder | 01 May 1981 |
| CDR David H. Finney | 14 Jul 1982 |
| CDR Dennis J. Carroll | 23 Feb 1984 |
| CDR Robert J. Sanderson | 06 Jul 1985 |
| CDR Gerald A. Pike | 23 Feb 1987 |
| CDR Richard A. Eason | 02 Sep 1988 |
| CDR James Ross | 02 Feb 1990 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| A-7A | Jun 1967 |
| A-7E | 08 Sep 1970 |
| A-7C | Apr 1972 |
| A-7E | Nov 1974 |
| F/A-18C | 09 Nov 1987 |



Two squadron A-7E Corsair IIs in flight, showing the low-visibility paint scheme, 1987.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 10 Apr 1968 | 16 Dec 1968 | CVW-6 | CVA 66 | A-7A | WorldCruise/ Vietnam |
| 23 Sep 1969 | 01 Jul 1970 | CVW-15 | CVA 43 | A-7A | WestPac/Vietnam |
| 06 Jul 1971 | 16 Dec 1971 | CVW-8 | CVA 66 | A-7E | Med |
| 05 Jun 1972 | 24 Mar 1973 | CVW-8 | CVA 66 | A-7C | WestPac/Vietnam |
| 03 Jan 1974 | 03 Aug 1974 | CVW-8 | CVA 66 | A-7C | Med |
| 06 Sep 1974 | 12 Oct 1974 | CVW-8 | CVA 66 | A-7C | NorLant |
| 16 Jul 1975 | 24 Sep 1975 | CVW-8 | CVN 68 | A-7E | Carib/NorLant |
| 07 Jul 1976 | 07 Feb 1977 | CVW-8 | CVN 68 | A-7E | Med |
| 01 Dec 1977 | 20 Jul 1978 | CVW-8 | CVN 68 | A-7E | Med/NorLant |
| 10 Sep 1979 | 26 May 1980 | CVW-8 | CVN 68 | A-7E | Med/SoLant/IO |
| 29 Aug 1980 | 17 Oct 1980 | CVW-8 | CVN 68 | A-7E | NorLant |
| 03 Aug 1981 | 12 Feb 1982 | CVW-8 | CVN 68 | A-7E | Med |
| 10 Nov 1982 | 20 May 1983 | CVW-8 | CVN 68 | A-7E | Carib/Med |
| 08 Mar 1985 | 04 Oct 1985 | CVW-8 | CVN 68 | A-7E | Carib/Med |
| 15 Aug 1986 | 16 Oct 1986 | CVW-8 | CVN 68 | A-7E | NorLant |
| 30 Dec 1986 | 26 Jul 1987 | CVW-8 | CVN 68 | A-7E | Med/SoLant/ West Coast |
| 08 Feb 1989 | 03 Apr 1989 | CVW-1 | CV 66 | F/A-18C | Carib/NorLant |
| 11 May 1989 | 10 Nov 1989 | CVW-1 | CV 66 | F/A-18C | Med/IO |
| 28 Dec 1990 | 18 Apr 1991 | CVW-1 | CV 66 | F/A-18C | Med/Red Sea/ Persian Gulf |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------------|------------------|------------------------|
| COMFAIRJACKSON-VILLE* | | 01 Sep 1967 |
| CVW-6 | AE | 01 Dec 1967 |
| CVW-15 | NL | 1969 |
| COMFAIRJACKSON-VILLE | | 01 Jul 1970 |
| CVW-8 | AJ | Apr 1971 |
| COMLATWING 1 | | 01 Sep 1987 |
| CVW-1 | AB | 1988 |

* Between 1 May and 1 September 1967 the squadron was under the administrative control of VA-174 during its training in the A-7 Corsair II.

Unit Awards Received—Continued

| <i>Inclusive Dates Covering Unit Award</i> | |
|--|-------------|
| 17 Aug 1968 | 12 Sep 1968 |
| 27 Sep 1968 | 30 Oct 1968 |
| 26 Oct 1969 | 18 Nov 1969 |
| 22 Dec 1969 | 19 Jan 1970 |
| 17 Feb 1970 | 09 Mar 1970 |
| 19 Mar 1970 | 11 Apr 1970 |
| 28 Apr 1970 | 01 Jun 1970 |
| 02 Jul 1972 | 04 Jul 1972 |
| 11 Jul 1972 | 24 Jul 1972 |
| 10 Aug 1972 | 28 Aug 1972 |
| 06 Sep 1972 | 07 Oct 1972 |
| 11 Oct 1972 | 12 Oct 1972 |
| 20 Oct 1972 | 01 Dec 1972 |
| 09 Dec 1972 | 27 Dec 1972 |
| 09 Jan 1973 | 02 Feb 1973 |
| 12 Feb 1973 | 16 Feb 1973 |
| 21 Feb 1973 | 25 Feb 1973 |
| 10 Dec 1969 | 11 Dec 1969 |
| 27 Oct 1969 | 01 Jun 1970 |
| 14 Jul 1972 | 20 Feb 1973 |
| 14 Jan 1980 | 14 May 1980 |
| 05 Dec 1982 | 31 Dec 1982 |
| 21 Jan 1983 | 13 Feb 1983 |
| 18 Feb 1983 | 24 Feb 1983 |
| 19 Mar 1983 | 21 Mar 1983 |
| 18 Apr 1983 | 22 Apr 1983 |
| 15 Jan 1991 | 03 Apr 1991 |
| 17 Jan 1991 | 28 Feb 1991 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NAVE | 01 Jul 1975 | 30 Sep 1976 |
| | 01 Jan 1989 | 31 Dec 1989 |
| NUC | 12 May 1968 | 20 Nov 1968 |
| | 23 Jan 1980 | 01 May 1980 |
| | 17 Jan 1991 | 07 Feb 1991 |
| RVNGC | 30 May 1968 | 02 Jun 1968 |
| | 29 Sep 1968 | |
| | 10 Oct 1968 | 12 Oct 1968 |
| | 17 Oct 1968 | |
| VNSM | 29 May 1968 | 28 Jun 1968 |
| | 06 Jul 1968 | 03 Aug 1968 |

AFEM

MUC

NEM

SASM

KLM



A squadron F/A-18C Hornet in flight, 1987.

VFA-83

Lineage

Reserve Fighter Squadron NINE HUNDRED SIXTEEN (VF-916) called to active duty on 1 February 1951.

Redesignated Fighter Squadron EIGHTY THREE (VF-83) on 4 February 1953.

Redesignated Attack Squadron EIGHTY THREE (VA-83) on 1 July 1955.

Redesignated Strike Fighter Squadron EIGHTY THREE (VFA-83) on 3 March 1988. The first squadron to be assigned the VA-83 and VFA-83 designations.



The squadron's first insignia, the bull with machine guns, was approved in 1950.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 16 May 1950. Colors for the insignia were: a yellow background; black bull with brown hair around the horns; white horns with light blue shading; the teeth, eye and smoke were white; the nose,

mouth and ring around the eye were pink.

A new squadron insignia was approved by CNO on 12 April 1957. Colors for the Rampager insignia are: a light blue background outlined in gold; blue scroll outlined in black with black lettering; white ram's head with black markings; red eyes; and white horns with yellow, green and black markings.



The squadron adopted the ram head insignia in 1957 and has used this design for the past four decades.

Nickname: The Roaring Bulls, 1950–1953.

Rampagers, 1957 to present.

Chronology of Significant Events

12 Mar 1956: VA-83, equipped with F7U-3M Cutlass aircraft and Sparrow I missiles, departed Norfolk, Virginia, embarked in *Intrepid* (CVA 11), for deployment to the Mediterranean Sea. This was the first overseas deployment of a naval missile squadron.

Dec 1957: The squadron was the first fleet squadron to receive the A4D-2 Skyhawk. This version of the

Skyhawk was the first to be equipped with an inflight refueling capability.

Jul-Aug 1958: Following continued civil violence in Lebanon, VA-83 operating from *Essex* (CVA 9) flew sorties during the U.S. Marine Corps landings in Lebanon to support the Lebanese government and protect American lives. During the squadron's more than 500 sorties, two of its aircraft were hit by hostile small arms fire during road reconnaissance missions, no casualties were sustained.

Sep 1958: On 23 August 1958 the People's Republic of China began shelling the Quemoy Islands held by the Republic of China. *Essex*, with VA-83 embarked, was ordered to transit the Suez Canal and augment the 7th Fleet forces in the Taiwan Straits. During September the squadron conducted flight operations while operating in the Taiwan Straits.

Aug 1962: A squadron A4D-2N Skyhawk cross-decked on the British carrier HMS *Hermes*.

Sep 1969: *John F. Kennedy* (CVA 67), with VA-83 embarked, was ordered to operate off the coast of Libya following a coup that overthrew the Libyan monarchy on 1 September 1969.

Jul-Aug 1974: The squadron operated from *Forrestal* (CVA 59) in the vicinity of Cyprus following a coup in that country and its invasion by Turkish forces.

May-Jun 1981: Embarked in *Forrestal*, VA-83 operated in the eastern Mediterranean following Israeli reprisal raids against Syrian missile batteries located in southern Lebanon.

Aug 1981: The squadron participated in a Freedom of Navigation Exercise in the Gulf of Sidra. During this exercise two F-14 Tomcats from *Nimitz* (CVN 68) shot down two Libyan SU-22 Fitters on 18 August. Tensions escalated and VA-83 flew reconnaissance missions over potentially hostile Libyan ships.

24 Mar 1986: Following a Libyan SA-5 missile firing against U.S. naval aircraft operating in the Gulf of Sidra during a Freedom of Navigation exercise, VA-83 aircraft participated in a retaliatory strike against the missile site at Surt, Libya. Squadron aircraft fired HARMs against the Libyan missile radar site. This was the first use of the AGM-88 HARM missile in combat.

Aug-Dec 1990: The squadron participated in Operation Desert Shield, the build-up of American and Allied forces to counter a threatened invasion of Saudi Arabia by Iraq and as part of an economic blockade of Iraq to force its withdrawal from Kuwait.

Home Port Assignments

| Location | Assignment Date |
|-------------------------|-----------------|
| NAS Jacksonville | 01 Feb 1951 |
| NAAS Oceana/NAS Oceana* | Sep 1951 |
| NAS Cecil Field | 15 Jun 1966 |

* NAAS Oceana was redesignated NAS Oceana on 1 April 1952.



A squadron F7U-3M Cutlass preparing for a launch from Intrepid (CVA 11) in 1956.

Commanding Officers

| | <i>Date Assumed Command</i> |
|---------------------------|-----------------------------|
| LCDR A. J. Fecke | Apr 1950 |
| CDR W. R. Sisley | 16 Dec 1952 |
| CDR R. J. Swanson | Dec 1953 |
| CDR H. E. Vita | 28 Jan 1955 |
| CDR James L. Holloway III | 12 Sep 1956 |
| CDR Albert H. Vito, Jr. | 05 Dec 1958 |
| CDR David S. Stear | 15 Jan 1960 |
| CDR James W. Nance | 02 Dec 1960 |
| CDR James Spargo | 15 Dec 1961 |
| CDR A. H. Cummings | 10 Dec 1962 |
| CDR R. G. Thomson, Jr. | 20 Dec 1963 |
| CDR F. B. Bromley | 19 Dec 1964 |
| CDR E. S. Carver | 07 Dec 1965 |
| CDR G. F. Brummitt | 08 Dec 1966 |
| CDR D. M. Trimble | Nov 1967 |
| CDR F. J. Almberg | Sep 1968 |
| CDR Theodore C. Casimes | 02 Sep 1969 |
| CDR William M. Shewchuk | 04 Jan 1971 |
| CDR D. B. Gilbert | 12 Jan 1972 |
| CDR J. E. Craig, Jr. | 03 Jan 1973 |
| CDR G. A. Appelhof | 14 Feb 1974 |
| CDR A. H. Henderson | 15 May 1975 |
| CDR John M. Waples | 05 Aug 1976 |
| CDR Robert J. Naughton | 27 Nov 1977 |
| CDR R. E. Wolf | 28 Feb 1979 |
| CDR Austin E. Chapman | 29 May 1980 |

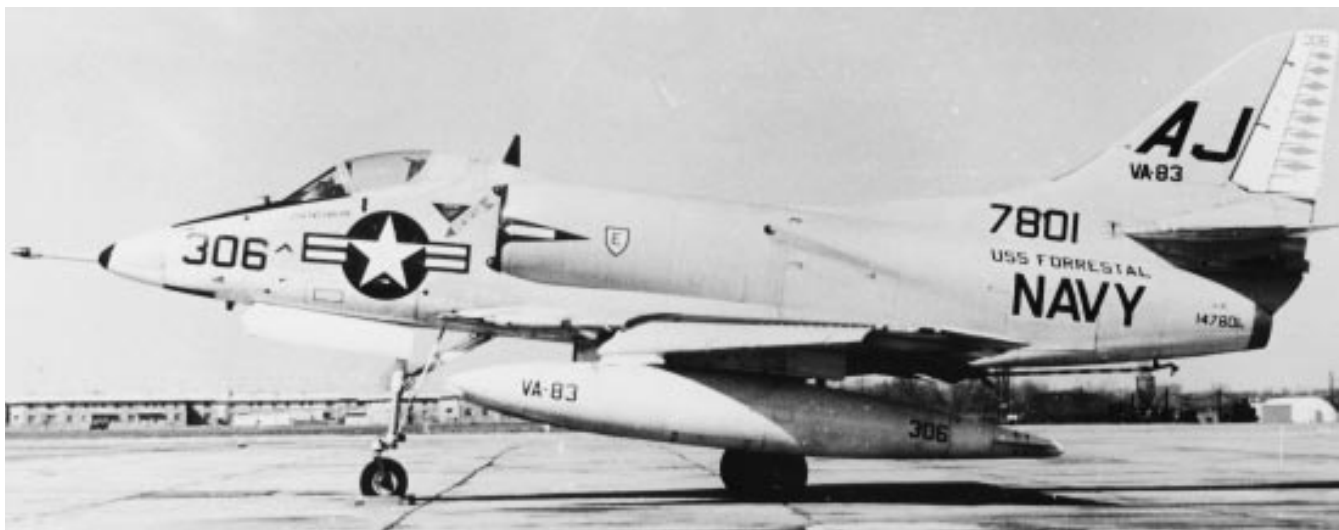
Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|--------------------------|-----------------------------|
| CDR Douglas J. Bradt | 21 Jan 1982 |
| CDR W. E. Franson | 28 Apr 1983 |
| CDR S. F. Bloyer | 10 Sep 1984 |
| CDR R. J. Nibe | 24 Apr 1986 |
| CDR Terry A. Miller | 28 Sep 1987 |
| CDR Michael W. Longworth | 03 Jun 1988 |
| CDR Dennis M. Gillespie | 30 Nov 1989 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| F4U-4 | Feb 1951 |
| F9F-2 | Dec 1951 |
| F8F-2 | May 1952 |
| F9F-5 | Sep 1952 |
| F7U-3 | Aug 1954 |
| F7U-3M | Apr 1955 |
| A4D-1 | Mar 1957 |
| A4D-2 | 15 Dec 1957 |
| A4D-2N/A-4C* | 14 Sep 1960 |
| A-4E | May 1963 |
| A-4C | Aug 1967 |
| A-7E | 19 Jun 1970 |
| F/A-18C | 25 Apr 1988 |

* The A4D-2N designation was changed to A-4C in 1962.



A squadron A4D-2N (A-4C) Skyhawk, circa 1960–1962.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 26 Apr 1953 | 21 Oct 1953 | CVG-8 | CVA 43 | F9F-5 | Med |
| 12 Mar 1956 | 05 Sep 1956 | CVG-8 | CVA 11 | F7U-3M | Med |
| 02 Feb 1958 | 17 Nov 1958 | ATG-201 | CVA 9 | A4D-2 | Med/IO/WestPac |
| 28 Jan 1960 | 31 Aug 1960 | CVG-8 | CVA 59 | A4D-2 | Med |
| 09 Feb 1961 | 25 Aug 1961 | CVG-8 | CVA 59 | A4D-2N | Med |
| 03 Aug 1962 | 02 Mar 1963 | CVG-8 | CVA 59 | A-4C | Med |
| 10 Jul 1964 | 13 Mar 1965 | CVW-8 | CVA 59 | A-4E | Med |
| 24 Aug 1965 | 07 Apr 1966 | CVW-8 | CVA 59 | A-4E | Med |
| 29 Sep 1966 | 20 May 1967 | CVW-8 | CVA 38 | A-4E | Med |
| 15 Nov 1967 | 04 Aug 1968 | CVW-8 | CVA 38 | A-4C | Med |
| 05 Apr 1969 | 21 Dec 1969 | CVW-1 | CVA 67 | A-4C | Med |
| 05 Jan 1971 | 02 Jul 1971 | CVW-17 | CVA 59 | A-7E | Med |
| 22 Sep 1972 | 06 Jul 1973 | CVW-17 | CVA 59 | A-7E | Med |
| 11 Mar 1974 | 11 Sep 1974 | CVW-17 | CVA 59 | A-7E | Med |
| 05 Mar 1975 | 22 Sep 1975 | CVW-17 | CV 59 | A-7E | Med |
| 04 Apr 1978 | 26 Oct 1978 | CVW-17 | CV 59 | A-7E | Med/NorLant |
| 27 Nov 1979 | 07 May 1980 | CVW-17 | CV 59 | A-7E | Med |
| 02 Mar 1981 | 15 Sep 1981 | CVW-17 | CV 59 | A-7E | Med/NorLant |
| 08 Jun 1982 | 16 Nov 1982 | CVW-17 | CV 59 | A-7E | Med/IO |
| 02 Apr 1984 | 20 Oct 1984 | CVW-17 | CV 60 | A-7E | Med |
| 26 Aug 1985 | 16 Apr 1986 | CVW-17 | CV 60 | A-7E | Med/IO |
| 05 Jun 1987 | 17 Nov 1987 | CVW-17 | CV 60 | A-7E | Med |
| 07 Aug 1990 | 28 Mar 1991 | CVW-17 | CV 60 | F/A-18C | Med/Red Sea |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|--------------------------|------------------|------------------------|
| CVG-8 | E | Apr 1951 |
| ATG-201 | AP | 15 Oct 1957 |
| CVG-8/CVW-8* | AJ | 18 Nov 1958 |
| CVW-1 | AB | 25 Aug 1968 |
| COMFAIRJACKSON- VILLE | | 02 Mar 1970 |

Air Wing Assignments—Continued

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| COMLATWING 1 | | 01 Jun 1970 |
| CVW-17 | AA | 01 Aug 1970 |

* CVG-8 was redesignated CVW-8 when Carrier Air Groups (CVG) were redesignated Carrier Air Wings (CVW) on 20 December 1963.



A formation of squadron A-7E Corsair IIs in flight during their deployment to the Med aboard Forrestal (CV 59) in 1974.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NAVE | 01 Jul 1960 | 30 Jun 1961 |
| | 01 Jul 1961 | 30 Jun 1962 |
| | 01 Jan 1990 | 31 Dec 1990 |
| AFEM | 16 Jul 1958 | 01 Aug 1958 |
| | 11 Aug 1958 | 20 Aug 1958 |
| | 16 Sep 1958 | 27 Sep 1958 |
| NEM | 05 Sep 1982 | 10 Sep 1982 |
| | 13 Oct 1982 | 05 Nov 1982 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NUC | 20 Jan 1986 | 29 Mar 1986 |
| | 10 Oct 1985 | 11 Oct 1985 |
| | 23 Mar 1986 | 29 Mar 1986 |
| SASM | 17 Jan 1991 | 28 Feb 1991 |
| | 22 Aug 1990 | 21 Sep 1990 |
| | 23 Oct 1990 | 09 Dec 1990 |
| KLM | 06 Jan 1991 | 11 Mar 1991 |
| | 17 Jan 1991 | 28 Feb 1991 |



A squadron F/A-18C Hornet over the bombing range in Florida.

VFA-86

Lineage

Reserve Fighter Squadron NINE HUNDRED TWENTY ONE (VF-921) called to active duty on 1 February 1951.

Redesignated Fighter Squadron EIGHTY FOUR (VF-84) on 4 February 1953.

Redesignated Attack Squadron EIGHTY SIX (VA-86) on 1 July 1955.

Redesignated Strike Fighter Squadron EIGHTY SIX (VFA-86) on 15 July 1987. The second squadron to be assigned the VA-86 designation and the first squadron to be assigned the VFA-86 designation.



This was the first insignia approved for and used by the squadron.

with black markings; and a white machine gun and missile with black markings.

A new insignia was approved by CNO on 7 April 1954. Colors for the top hat and snake insignia are: a black background outlined in white and black; gold snake with black markings, white fangs, red eyes and tongue; black top hat with white markings; and a black cane outlined in white with gold markings at the top and bottom.

Nickname: Side-winders, 1955-present.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 6 August 1951. Colors for the insignia were: a blue background; red bird with black markings, yellow beak and feet outlined in black and a white eye; yellow aviator wings and anchor



The top hat and snake became the squadron's second insignia in 1954 and has become a well-known design.

Chronology of Significant Events

29 Jun–2 Jul 1953: VF-84 was embarked in *Antietam* (CVA 36) and operated with the British Royal Navy, demonstrating flight operations from the carrier's new angled deck.

7 Jan 1961: The squadron's commanding officer, Commander J. W. Shuff, was killed in an aircraft accident while the squadron was deployed to the Mediterranean.

Apr 1961: The squadron operated from *Independence* (CVA 62) in an area south of Guantanamo Bay, Cuba, during the Bay of Pigs, the unsuccessful invasion of Cuba by American supported Cuban exiles.

Nov 1962: The squadron embarked in *Lexington* (CVS 16) during the Cuban Missile Crisis and operated off the coast of Jacksonville, Florida, on call and available for operations in the Caribbean.

Apr–May 1963: The squadron provided detachments for operation aboard *Randolph* (CVS 15), *Essex* (CVS 9) and *Wasp* (CVS 18). The detachment's A-4C Skyhawks were equipped with Sidewinder missiles and used to provide the ASW carriers with an antiair warfare capability.

1 Jul 1965: The squadron conducted its first combat mission, flying against targets in South Vietnam.

11 Oct 1967: Squadron aircraft and pilots participated in naval gun spotting missions in support of *New Jersey's* (BB 62) shore bombardment role in Vietnam.

Jul–Oct 1972: Squadron aircraft participated in Operation Linebacker I, heavy air strikes against targets in North Vietnam.

Dec 1972: The squadron participated in Linebacker II operations, a more intensified version of Linebacker I operations.

Jan 1980: After the U.S. Embassy staff was taken hostage in Tehran, Iran, VA-86 departed Naples, Italy, embarked in *Nimitz* (CVN 68), enroute to the Indian Ocean via the Cape of Good Hope. This was the beginning of 144 consecutive days at sea for the squadron.

Aug 1981: Embarked in *Nimitz*, the squadron participated in a Freedom of Navigation Exercise in the Gulf of Sidra. During this exercise two F-14 Tomcats from *Nimitz* were fired upon by two Libyan SU-22 Fitters on 18 August. The F-14's returned fire and shot down the two aircraft. Tensions escalated and VA-86 flew refueling and reconnaissance missions over potentially hostile Libyan ships.

Oct 1981: Following the assassination of President Sadat of Egypt, *Nimitz*, with VA-86 embarked, was ordered to operate off the coast of Egypt.

Feb 1983: Following hostile threats against Sudan by Libya, *Nimitz*, with VA-86 embarked, operated off the coast bordering Libya and Egypt.

Jun 1985: *Nimitz*, with VA-86 embarked, was ordered to operate off the coast of Lebanon due to the hijacking of TWA flight 847 by Arab radicals. The carrier and squadron remained on station until the release of the hostages in the latter part of July.

Jan–Feb 1987: VA-86, embarked in *Nimitz*, operated off the coast of Lebanon after three U.S. citizens were taken hostage from the American University in Beirut.

A squadron F4U-4 Corsair prepares to launch from Tarawa (CV 40), September 1951 (Courtesy Robert Lawson Collection).



Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|------------------|------------------------|
| NAS St. Louis | * |
| NAS Jacksonville | 28 Mar 1951 |
| NAS Oceana | 11 Jun 1952 |
| NAS Cecil Field | 15 Mar 1966 |

* As a reserve squadron, it was assigned to NAS St. Louis prior to a recall to active duty in 1951.

Commanding Officers

| | <i>Date Assumed Command</i> |
|-------------------------------|-----------------------------|
| LT L. H. Pulford | 1947* |
| LCDR Harold L. Buell | Jul 1952 |
| LCDR Herbert V. Ladley | Jul 1953 |
| CDR Chester W. Gates, Jr. | May 1955 |
| LCDR Grant Boice | Sep 1956 |
| LCDR Jack H. Robcke (acting) | Sep 1957 |
| CDR William A. Schroeder, Jr. | 24 Sep 1957 |
| CDR Rodney F. Schall | 12 Mar 1959 |
| CDR John W. Shuff, Jr. | 29 Feb 1960 |
| CDR Sam Rorex, Jr. | 07 Jan 1961 |
| CDR Richard J. McAndrew | 12 Jan 1962 |
| CDR F. B. Koch | 21 Dec 1962 |
| CDR Wilbur J. Burgin | 06 Dec 1963 |
| CDR William F. Sallada | 11 Dec 1964 |
| CDR William W. Bowers | 15 Nov 1965 |
| CDR C. R. Long | 16 Nov 1966 |
| CDR J. E. Russ | 30 Nov 1967 |
| CDR D. E. Gordon | 10 Jan 1969 |
| CDR Standley H. Block | 21 Jan 1970 |
| CDR Grant Augustine III | 15 Jan 1971 |
| CDR William D. Yonke | 28 Jan 1972 |
| CDR Benjamin F. Short | 06 Dec 1972 |
| CDR Duane O. Schumacher | 14 Dec 1973 |
| CDR Perry W. Gard III | 07 Mar 1975 |
| CDR Leighton W. Smith, Jr. | 22 Apr 1976 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|----------------------------|-----------------------------|
| CDR Herbert W. Taylor | 02 Jun 1977 |
| CDR Bernard J. Smith | 02 Jun 1978 |
| CDR Virgil F. Jackson, Jr. | 19 Nov 1979 |
| CDR John P. Gay | 12 Feb 1981 |
| CDR Charles S. Abbot | 23 Jun 1982 |
| CDR Ralph J. Castor | 16 Jun 1983 |
| CDR John L. Fitzpatrick | 29 Jan 1985 |
| CDR John M. Johnson | 05 Jun 1986 |
| CDR Howard A. Petrea | 28 Jan 1988 |
| CDR Ted J. Venable | 1989 |
| CDR Matthew G. Moffit | 06 Nov 1990 |

* Lieutenant Pulford was commanding officer of VF-921 during its reserve status and continued as its commanding officer when it was called to active duty.



A squadron F9F-5 Panther on the deck of Antietam (CVA 36) during her cruise in 1953.



Squadron officers and their F7U-3M Cutlass in the background, November 1955. Bottom row, left to right: Lt. (jg) W. M. Austin, Ens. C. R. Hill, Ens. S. J. Kreider, Ens. D. C. Gandee, Ens. W. E. Dennison, Lt. A. L. Kivien, Lt. (jg) J. F. McNerney, Lt. (jg) G. W. Lenox. Top row, left to right: Lt. (jg) J. T. Bucy, Cdr. C. W. Gates, Jr., Lcdr. R. J. Burns, Lt. (jg) D. A. Kueth, Lt. (jg) R. C. Barron, Lt. (jg) T. B. Green, Lt. (jg) H. W. Hall, Lt. (jg) R. L. Stevenson, and Ens. G. L. Atkinson.

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| F4U-4 | Feb 1951 |
| F8F-2 | 18 Jun 1952 |
| F9F-5 | Sep 1952 |
| F7U-3M | Jun 1955 |
| A4D-1 | 26 May 1957 |
| A4D-2 | 24 Dec 1957 |
| A4D-2N/A-4C* | Sep 1962 |

Aircraft Assignment—Continued

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| A-4E | 28 Apr 1964 |
| A-7A | Feb 1967 |
| A-7E | 01 Oct 1970 |
| A-7C | Apr 1972 |
| A-7E | 14 Nov 1974 |
| F/A-18C | 18 Nov 1987 |

* The A4D-2N designation was changed to A-4C in 1962.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|--------------------------|
| 28 Nov 1951 | 11 Jun 1952 | CVG-8 | CV 40 | F4U-4 | Med |
| 11 Jun 1953 | 21 Jul 1953 | * | CV 36 | F9F-5 | NorLant |
| 28 Sep 1954 | 22 Apr 1955 | CVG-8 | CVA 39 | F9F-5 | Med |
| 02 Sep 1958 | 12 Mar 1959 | CVG-7 | CVA 15 | A4D-2 | Med |
| 04 Aug 1960 | 03 Mar 1961 | CVG-7 | CVA 62 | A4D-2 | Med |
| 04 Aug 1961 | 19 Dec 1961 | CVG-7 | CVA 62 | A4D-2 | Med |
| 19 Apr 1962 | 27 Aug 1962 | CVG-7 | CVA 62 | A4D-2 | Med |
| 06 Aug 1963 | 04 Mar 1964 | CVG-7 | CVA 62 | A-4C | Med |
| 08 Sep 1964 | 05 Nov 1964 | CVW-7 | CVA 62 | A-4E | NorLant/Med |

Major Overseas Deployments—Continued

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 10 May 1965 | 13 Dec 1965 | CVW-7 | CVA 62 | A-4E | WestPac/Vietnam |
| 13 Jun 1966 | 01 Feb 1967 | CVW-7 | CVA 62 | A-4E | Med |
| 10 Apr 1968 | 16 Dec 1968 | CVW-6 | CVA 66 | A-7A | World Cruise/ Vietnam |
| 23 Sep 1969 | 01 Jul 1970 | CVW-15 | CVA 43 | A-7A | WestPac/Vietnam |
| 06 Jul 1971 | 16 Dec 1971 | CVW-8 | CVA 66 | A-7E | Med |
| 05 Jun 1972 | 24 Mar 1973 | CVW-8 | CVA 66 | A-7C | WestPac/Vietnam |
| 03 Jan 1974 | 03 Aug 1974 | CVW-8 | CVA 66 | A-7C | Med |
| 06 Sep 1974 | 12 Oct 1974 | CVW-8 | CVA 66 | A-7C | NorLant |
| 16 Jul 1975 | 24 Sep 1975 | CVW-8 | CVN 68 | A-7E | Carib/NorLant |
| 07 Jul 1976 | 07 Feb 1977 | CVW-8 | CVN 68 | A-7E | Med |
| 01 Dec 1977 | 20 Jul 1978 | CVW-8 | CVN 68 | A-7E | Med/NorLant |
| 10 Sep 1979 | 26 May 1980 | CVW-8 | CVN 68 | A-7E | Med/SoLant/IO |
| 29 Aug 1980 | 17 Oct 1980 | CVW-8 | CVN 68 | A-7E | NorLant |
| 03 Aug 1981 | 12 Feb 1982 | CVW-8 | CVN 68 | A-7E | Med |
| 10 Nov 1982 | 20 May 1983 | CVW-8 | CVN 68 | A-7E | Carib/Med |
| 08 Mar 1985 | 04 Oct 1985 | CVW-8 | CVN 68 | A-7E | Carib/Med |
| 15 Aug 1986 | 16 Oct 1986 | CVW-8 | CVN 68 | A-7E | NorLant |
| 30 Dec 1986 | 26 Jul 1987 | CVW-8 | CVN 68 | A-7E | Med/SoLant/West Coast |
| 08 Feb 1989 | 03 Apr 1989 | CVW-1 | CV 66 | F/A-18C | Carib/NorLant |
| 11 May 1989 | 10 Nov 1989 | CVW-1 | CV 66 | F/A-18C | Med/IO |
| 28 Dec 1990 | 18 Apr 1991 | CVW-1 | CV 66 | F/A-18C | Med/RedSea/ Persian Gulf |

* VF-84, VC-4 and VS-27 deployed aboard *Antietam* (CVA 36). The carrier did not have an air group embarked.



Squadron A-4E Skyhawks at NAS Oceana in 1965. Cdr. W. W. Bowers is climbing out of the aircraft. Note the Tonkin Gulf Yacht Club insignia on the forward part of the fuselage and the combat sortie mission marks on the intake just aft of the jet intake.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|----------------------|------------------|------------------------|
| CVG-8 | E | 09 Apr 1951 |
| ATG-181 | I/AM* | Jul 1955 |
| CVG-7/CVW-7† | AG | 15 Jan 1958 |
| CVW-6 | AE | 16 Oct 1967 |
| CVW-15 | NL | 1969 |
| COMFAIRJACKSON-VILLE | | 01 Jul 1970 |

Air Wing Assignments—Continued

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVW-8 | AJ | Jan 1971 |
| COMLATWING 1 | | 01 Sep 1987 |
| CVW-1 | AB | 1988 |

* The tail code was changed from I to AM in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

† CVG-7 was redesignated CVW-7 when Carrier Air Groups (CVG) were redesignated Carrier Air Wings (CVW) on 20 December 1963.



A formation of squadron A-7E Corsair IIs, circa 1978.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NAVE | 01 Jul 1962 | 30 Jun 1963 |
| | 01 Jul 1963 | 30 Jun 1964 |
| | 01 Jan 1982 | 31 Dec 1982 |
| | 01 Jan 1985 | 31 Dec 1985 |
| AFEM | 24 Sep 1958 | 26 Sep 1958 |
| | 15 Jun 1965 | |
| | 29 Jun 1965 | 03 Jul 1965 |
| | 10 Dec 1969 | 11 Dec 1969 |
| MUC | 27 Oct 1969 | 01 Jun 1970 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NEM | 14 Jul 1972 | 20 Feb 1973 |
| | 04 Aug 1981 | 20 May 1983 |
| | 19 Apr 1961 | 29 Apr 1961 |
| | 14 Jan 1980 | 14 May 1980 |
| | 05 Dec 1982 | 31 Dec 1982 |
| | 21 Jan 1983 | 13 Feb 1983 |
| | 18 Feb 1983 | 24 Feb 1983 |
| | 19 Mar 1983 | 21 Mar 1983 |
| | 18 Apr 1983 | 22 Apr 1983 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NUC | 05 Jun 1965 | 21 Nov 1965 |
| | 12 May 1968 | 20 Nov 1968 |
| | 23 Jan 1980 | 01 May 1980 |
| | 17 Jan 1991 | 07 Feb 1991 |
| RVNGC | 21 Oct 1965 | |
| | 23 Oct 1965 | |
| | 25 Oct 1965 | 02 Nov 1965 |
| | 09 Nov 1965 | 10 Nov 1965 |
| | 30 May 1968 | 02 Jun 1968 |
| | 20 Sep 1968 | |
| | 10 Oct 1968 | 12 Oct 1968 |
| | 17 Oct 1968 | |
| VNSM | 04 Jul 1965 | 09 Aug 1965 |
| | 25 Aug 1965 | 21 Sep 1965 |
| | 14 Oct 1965 | 12 Nov 1965 |
| | 29 May 1968 | 28 Jun 1968 |
| | 06 Jul 1968 | 03 Aug 1968 |
| | 17 Aug 1968 | 12 Sep 1968 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 27 Sep 1968 | 30 Oct 1968 |
| | 26 Oct 1969 | 18 Nov 1969 |
| | 22 Dec 1969 | 19 Jan 1970 |
| | 17 Feb 1970 | 09 Mar 1970 |
| | 19 Mar 1970 | 11 Apr 1970 |
| | 28 Apr 1970 | 01 Jun 1970 |
| | 02 Jul 1972 | 04 Jul 1972 |
| | 11 Jul 1972 | 24 Jul 1972 |
| | 10 Aug 1972 | 28 Aug 1972 |
| | 06 Sep 1972 | 07 Oct 1972 |
| | 11 Oct 1972 | 12 Oct 1972 |
| | 20 Oct 1972 | 01 Dec 1972 |
| | 09 Dec 1972 | 27 Dec 1972 |
| | 09 Jan 1973 | 02 Feb 1973 |
| | 12 Feb 1973 | 16 Feb 1973 |
| | 21 Feb 1973 | 25 Feb 1973 |
| SASM | 15 Jan 1991 | 03 Apr 1991 |
| KLM | 17 Jan 1991 | 28 Feb 1991 |



A squadron F/A-18C in flight, 1992.

VFA-87

Lineage

Established as Attack Squadron EIGHTY SEVEN (VA-87) on 1 February 1968.

Redesignated Strike Fighter Squadron EIGHTY SEVEN (VFA-87) on 1 May 1986. The first squadron to be assigned the VA-87 and VFA-87 designations.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 29 July 1968. Colors for the insignia are: a red back



The squadron's Golden Warrior insignia was approved for use in 1968. When the squadron was redesignated VFA, the designation in the scroll was changed from ATKRON 87 to STRKFITRON 87 or VFA-87.

ground outlined in yellow and black; the Indian, war bonnet, spear and pony are yellow; and the arrow-head is black.

Nickname: Golden Warriors, 1968-present.

Chronology of Significant Events

4 Mar 1969: The squadron flew its first combat missions, striking enemy targets in South Vietnam.

Apr 1969: Following the shoot down of a Navy EC-121 aircraft by the North Koreans, *Ticonderoga* (CVA 14), with VA-87 embarked, was ordered to the Sea of Japan.

Oct–Nov 1973: VA-87, embarked in *Franklin D. Roosevelt* (CVA 42), operated in the vicinity of Crete in response to the Arab-Israeli War.

Jun–Jul 1976: The American Ambassador to Lebanon was assassinated on 13 June and *America* (CV 66), with VA-87 embarked, operated in the vicinity of Lebanon. Squadron aircraft flew support missions during the evacuation of non-combatants from that country.

May 1981: *Independence* (CV 62), with VA-87 embarked, following its transit of the Suez Canal, remained on station in the eastern Mediterranean due to the crisis between Israel and Syria following Israeli raids against Syrian surface-to-air missile sites in Lebanon.

25 Oct–1 Nov 1983: In response to continued political strife and the need to protect and evacuate Americans from the island country of Grenada, VA-87 aircraft flew combat close air support missions during Operation Urgent Fury, the landing of U.S. Marines and Army rangers on the island.

4 Dec 1983: In response to hostile fire against U.S. reconnaissance aircraft from Syrian positions in Lebanon, VA-87 aircraft participated in a coordinated strike against Syrian radar, communications and artillery positions overlooking the Multi-National Peacekeeping Forces. All squadron aircraft completed their mission and returned to the carrier.

A flight of squadron A-7B Corsair IIs in 1971.



Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------|------------------------|
| NAS Cecil Field | 01 Feb 1968 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|----------------------------|-----------------------------|
| CDR Thomas E. Dunlop | 01 Feb 1968 |
| CDR Walter H. McCall | 02 May 1969 |
| CDR Robert W. McKay | 31 Mar 1970 |
| CDR Richard F. Coleman | 26 Mar 1971 |
| CDR John H. Fetterman, Jr. | 29 Mar 1972 |
| CDR Edward J. Rice | 20 Mar 1973 |
| CDR Ronald G. Horne | 1974 |
| CDR J. D. Rasmussen | 28 Aug 1975 |
| CDR W. J. Catlett III | 30 Nov 1976 |
| CDR Donald A. Gerrish | 15 Feb 1978 |
| CDR Lewis W. Dunton III | 27 Feb 1979 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|-------------------------|-----------------------------|
| CDR Daniel D. Hill | 23 Jun 1980 |
| CDR Hugh C. Bowles | 03 Sep 1981 |
| CDR Michael F. O'Brien | 11 Jan 1983 |
| CDR Douglas G. Knappe | 13 Jun 1984 |
| CDR Raymond A. Dudderar | 07 Nov 1985 |
| CDR Timothy J. Keating | 22 May 1987 |
| CDR Orren R. Crouch | 23 Jan 1989 |
| CDR John C. Stencil | 14 Jun 1990 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date</i> | <i>Type First Received</i> |
|-------------------------|-------------|----------------------------|
| A-7B | | 09 Jun 1968 |
| A-7E | | 1975* |
| F/A-18A | | 24 Oct 1986 |

* It is believed VA-87 received its first A-7E in October 1975.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|-----------------------------|
| 01 Feb 1969 | 18 Sep 1969 | CVW-16 | CVA 14 | A-7B | WestPac/Vietnam |
| 29 Jan 1971 | 23 Jul 1971 | CVW-6 | CVA 42 | A-7B | Med |
| 15 Feb 1972 | 08 Dec 1972 | CVW-6 | CVA 42 | A-7B | Med |
| 14 Sep 1973 | 17 Mar 1974 | CVW-6 | CVA 42 | A-7B | Med |
| 03 Jan 1975 | 16 Jul 1975 | CVW-6 | CV 42 | A-7B | Med |
| 15 Apr 1976 | 25 Oct 1976 | CVW-6 | CV 66 | A-7E | Med |
| 10 Jun 1977 | 19 Jul 1977 | CVW-6 | CV 66 | A-7E | SoLant |
| 29 Sep 1977 | 25 Apr 1978 | CVW-6 | CV 66 | A-7E | Med |
| 28 Jun 1979 | 14 Dec 1979 | CVW-6 | CV 62 | A-7E | Med |
| 19 Nov 1980 | 10 Jun 1981 | CVW-6 | CV 62 | A-7E | SoLant/IO/Med |
| 07 Jun 1982 | 22 Dec 1982 | CVW-6 | CV 62 | A-7E | Med |
| 18 Oct 1983 | 11 Apr 1984 | CVW-6 | CV 62 | A-7E | Carib/Med/ NorLant |
| 16 Oct 1984 | 19 Feb 1985 | CVW-6 | CV 62 | A-7E | Med/IO |
| 25 Aug 1988 | 11 Oct 1988 | CVW-8 | CVN 71 | F/A-18A | NorLant |
| 30 Dec 1988 | 30 Jun 1989 | CVW-8 | CVN 71 | F/A-18A | Med |
| 28 Dec 1990 | 28 Jun 1991 | CVW-8 | CVN 71 | F/A-18A | Med/Red Sea/Persian Gulf |



A squadron F/A-18C Hornet in flight, 1991.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|----------------------|------------------|------------------------|
| COMFAIRJACKSON-VILLE | | 01 Feb 1968 |
| CVW-16 | AH | 1969 |
| COMFAIRJACKSON-VILLE | | Sep 1969 |
| CVW-6 | AE | 01 Aug 1970 |
| COMLATWING-1 | | Jul 1985 |
| CVW-8 | AJ | 01 Sep 1987 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| MUC | 18 Feb 1969 | 07 Sep 1969 |
| | 09 Mar 1972 | 01 Dec 1972 |
| HSM | 20 Jun 1976 | 27 Jul 1976 |
| NEM | 07 Dec 1980 | 11 May 1981 |
| | 20 Aug 1982 | 05 Sep 1982 |
| | 01 Oct 1982 | 06 Dec 1982 |
| NUC | 20 Oct 1983 | 03 Mar 1984 |
| RVNGC | 04 Mar 1969 | 08 Mar 1969 |
| | 10 Mar 1969 | |
| | 12 Mar 1969 | 19 Mar 1969 |
| | 29 Mar 1969 | 31 Mar 1969 |
| | 02 Apr 1969 | 03 Apr 1969 |
| | 06 Apr 1969 | 07 Apr 1969 |
| | 09 Apr 1969 | 15 Apr 1969 |
| | 10 May 1969 | 29 May 1969 |
| | 31 May 1969 | 03 Jun 1969 |
| | 28 Jun 1969 | 30 Jun 1969 |
| VNSM | 03 Mar 1969 | 20 Mar 1969 |
| | 29 Mar 1969 | 16 Apr 1969 |
| | 09 May 1969 | 04 Jun 1969 |
| | 25 Jun 1969 | 01 Aug 1969 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| AFEM | 20 Apr 1969 | 27 Apr 1969 |
| | 04 Aug 1969 | |
| | 16 Aug 1969 | 24 Aug 1969 |
| | 30 Aug 1969 | |
| | 24 Oct 1983 | 02 Nov 1983 |
| | 16 Nov 1983 | 22 Dec 1983 |
| | 28 Dec 1983 | 03 Jan 1984 |
| | 15 Jan 1984 | 03 Feb 1984 |
| | 09 Feb 1984 | 02 Mar 1984 |



A squadron A-7E Corsair II with a low-vivibility paint scheme, 1984.

VFA-94

Lineage

Established as Fighter Squadron NINETY FOUR (VF-94) on 26 March 1952.

Redesignated Attack Squadron NINETY FOUR (VA-94) on 1 August 1958.

Redesignated Strike Fighter Squadron NINETY FOUR (VFA-94) on 28 June 1990. The second squadron to be assigned the VA-94 designation and the first to be assigned the VFA-94 designation.

Squadron Insignia and Nickname

When the squadron deployed aboard Hornet (CVA 12) during its world cruise in 1954 it was using a cartoon cat insignia. There is no record of this insignia being officially approved for use by the squadron.



This cartoon cat insignia was used by the squadron prior to 1955 but was never officially approved.

The squadron's first official insignia was approved by CNO on 21 November 1955. Colors for the tiger paw insignia were: a blue background outlined in yellow; the tiger paw was yellow, orange and black with the under part of the paw white

with black marks, the claws were black outlined in yellow; the lightning bolts were yellow; and the bomb blast was white with an orange-red center; the scroll was blue with a black outline and lettering.

A new insignia was approved by CNO on 21 April 1959. Colors for this insignia were: a light blue background; dark blue stylized aircraft with an orange contrail; dark blue crescent; red atom symbol with dark blue electrons; and an orange scroll with dark blue lettering.

A modification to the insignia was approved by



The tiger paw design was the first insignia approved for use by the squadron, 1955.



The squadron's second insignia used the atom symbol with electrons and a stylized aircraft, 1959.



A modification to the second insignia was approved in 1967. The atom symbol was replaced with a stylized bird design. In 1990, CNO approved another modification to this design, replacing the Attack Squadron 94 designation in the scroll to Strike Fighter Squadron 94.

CNO on 16 May 1967. The atom symbol was replaced by a stylized bird design. The stylized bird was orange and the other colors from the previous design stayed the same.

On 14 September 1990 CNO approved a modification to the insignia which changed the designation in the scroll to Strike Fighter Squadron 94.

Nickname: Shrikes or Mighty Shrikes, 1959-present.

Chronology of Significant Events

May 1963: Following the military losses of Laotian neutralists to the Pathet Lao in the Plaine de Jarres, Laos, *Ranger* (CVA 61) with VA-94 embarked, transited to the South China Sea to support possible operations in Laos.

1 Dec 1964: The squadron flew its first sorties in support of Yankee Team Operations, armed escort for photoreconnaissance missions over Laos.

7 Feb 1965: Following a Viet Cong attack against the American advisors compound at Pleiku, South Vietnam, the President ordered a reprisal strike against North Vietnam, named Flaming Dart I. The squadron's target, Vit Thu Lu barracks, was concealed by heavy weather and the mission was aborted due to the bad weather.

11 Feb 1965: The squadron participated in Flaming Dart II, retaliatory strikes against the Chanh Hoa military barracks near Dong Hoi, North Vietnam.

Mar 1965: The squadron participated in Rolling Thunder strikes against the Phu Qui ammunition depot in North Vietnam.

9 May 1972: The squadron participated in Operation Pocket Money, the mining of Haiphong harbor. Aircraft from VA-94, as well as the other attack squadrons deployed aboard *Coral Sea* (CVA 43), planned and executed the mining of the harbor.

May-Jun 1972: VA-94 participated in operation Linebacker I, heavy air strikes against targets in North Vietnam.

29 Apr 1975: Squadron aircraft provided air cover for Operation Frequent Wind, the evacuation of American citizens from Saigon.

15 May 1975: VA-94 aircraft, along with other elements from CVW-15 embarked in *Coral Sea*, launched air strikes against the Cambodian mainland after the capture of the SS *Mayaguez* by Cambodian gunboats



Two squadron A-7E Corsair IIs in flight, 1971.

on 12 May. Combat sorties were flown against targets at Ream Naval Facility, Kompong Som Naval Facility and a Cambodian patrol boat.

27 Oct 1979: Following the assassination of Park Chung Hee, President of the Republic of Korea, *Kitty Hawk* (CV 63), with VA-94 embarked, was ordered to operate off the coast of Korea.

21 Nov 1979: *Kitty Hawk*, along with VA-94 and the rest of CVW-15, departed Subic Bay, Philippines, enroute to the Arabian Sea in response to the 4 November Iranian seizure of the American Embassy in Tehran and the taking of over 60 American hostages.

14 Jun 1982: While the squadron was deployed to NAS Fallon for weapons training, its commanding officer, Commander M. A. Gary, was killed in a landing accident.

Apr-Jul 1986: In late April *Enterprise* (CVN 65), with VA-94 embarked, transited the Suez Canal from the Indian Ocean to the Mediterranean Sea to augment the carrier forces in the Med. Earlier in the month, American strikes were flown against Libyan military targets as a response to Libya's continuing support of terrorist activity.

Feb-May 1988: The squadron flew air support for Operation Earnest Will, escorting reflagged Kuwaiti oil tankers in the Persian Gulf.

18 Apr 1988: VA-94 participated in Operation Praying Mantis, retaliatory strikes against Iranian oil platforms, gunboats and other naval ships after *Sameul B. Roberts* (FFG 58) struck an Iranian mine in international waters on 14 April. Squadron aircraft delivered direct hits on the Iranian frigate *Saband*.

Dec 1989: The squadron participated in Operation Classic Resolve, providing support for the Philippine government during a coup attempt.



A squadron F4U-4 Corsair on the deck of *Philippine Sea* (CVA 47) during her deployment to Korea, 1952–1953.

Home Port Assignments

| Location | Assignment Date |
|-------------------|-----------------|
| NAS Alameda | 26 Mar 1952 |
| NAS Moffett Field | Jan 1955 |
| NAS Alameda | 20 Aug 1958 |
| NAS Lemoore | 08 Mar 1962 |



A squadron F9F-5 Panther on the deck of *Hornet* (CVA 12) during her world cruise in 1954.

Commanding Officers

| | Date Assumed Command |
|-------------------------------|----------------------|
| CDR Armind T. Holderman | 09 Apr 1952 |
| LCDR R. A. Singleton (acting) | Mar 1953 |
| CDR Armind T. Holderman | 01 Jul 1953 |
| CDR William T. Harding | Sep 1953 |
| CDR C. H. Gates | Jun 1955 |
| CDR Robert M. Soule | 1956 |
| CDR Francis X. Brady | Sep 1956 |
| CDR Richard D. Lazenby | 28 Jul 1958 |
| CDR D. G. Patterson | 24 Jul 1959 |
| CDR G. M. Hart | 02 Sep 1960 |
| CDR J. A. Endacott | 20 Dec 1961 |
| CDR Donald Loranger | Dec 1962 |
| CDR Malcolm E. Vail | 10 Dec 1963 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|-------------------------------|-----------------------------|
| CDR Paul A. Peck | 05 Nov 1964 |
| CDR Otto E. Krueger | 23 Oct 1965 |
| CDR J. H. Wynn III | 28 Oct 1966 |
| CDR Joseph B. Wilkinson, Jr. | 09 Nov 1967 |
| CDR John E. Wasson | 08 Nov 1968 |
| CDR Zygmunt J. Kowalskey, Jr. | 26 Nov 1969 |
| CDR Robert B. Browning | 22 Oct 1970 |
| CDR David L. Moss | 29 Oct 1971 |
| CDR W. A. Lacey | 13 Oct 1972 |
| CDR Ted W. Reynolds | 26 Sep 1973 |
| CDR Harvey A. Eikel | 21 Jan 1975 |
| CDR S. R. Briggs | 15 Apr 1976 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|---------------------------|-----------------------------|
| CDR John A. Moriarty | 01 Jul 1977 |
| CDR Paul E. Otto | 20 Oct 1978 |
| CDR Paul A. Cassiman | 20 Jan 1980 |
| CDR James I. Maslowski | 23 Mar 1981 |
| CDR M. A. Gary | 04 Jun 1982 |
| CDR J. J. Zerr | 28 Jun 1982 |
| CDR E. L. Tetrick | 14 Feb 1983 |
| CDR Terrence L. Hightower | Jun 1984 |
| CDR Larry S. Doyle | 17 Oct 1985 |
| CDR Carl W. Chamberlain | 27 Feb 1987 |
| CDR John A. Roe | 01 Sep 1988 |
| CDR Lewis G. Mason | 26 Apr 1990 |



A squadron F9F-8B Cougar at NAS Moffett Field, California, June 1957 (Courtesy Robert Lawson Collection).

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| FG-1D | Apr 1952 |
| F4U-4 | Aug 1952 |
| F9F-5 | Sep 1953 |
| FJ-3 | Feb 1955 |
| F9F-8 | Nov 1955 |
| F9F-8B | Apr 1956 |
| FJ-3 | Jun 1957 |
| FJ-3M | 01 Jul 1957 |

Aircraft Assignment—Continued

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| FJ-3M | 01 Jul 1957 |
| FJ-4 | 25 Aug 1958 |
| A4D-2 | 11 Jan 1959 |
| A4D-2N/A-4C* | 07 Sep 1960 |
| A-4E | 23 Oct 1967 |
| A-7E | Jan 1971 |
| F/A-18C | 05 May 1990 |

* The A4D-2N designation was changed to A-4C in 1962.

A squadron FJ-3M Fury, circa 1958 (Courtesy Robert Lawson Collection).



Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 15 Dec 1952 | 14 Aug 1953 | CVG-9 | CVA 47 | F4U-4 | WestPac/Korea |
| 11 May 1954 | 12 Dec 1954 | CVG-9 | CVA 12 | F9F-5 | World Cruise |
| 19 Mar 1956 | 13 Sep 1956 | ATG-4 | CVA 10 | F9F-8B | WestPac |
| 06 Jan 1958 | 30 Jun 1958 | ATG-4 | CVA 12 | FJ-3M | WestPac |
| 06 Feb 1960 | 30 Aug 1960 | CVG-9 | CVA 61 | A4D-2 | WestPac |
| 11 Aug 1961 | 08 Mar 1962 | CVG-9 | CVA 61 | A4D-2N | WestPac |
| 09 Nov 1962 | 14 Jun 1963 | CVG-9 | CVA 61 | A-4C | WestPac |
| 05 Aug 1964 | 06 May 1965 | CVW-9 | CVA 61 | A-4C | WestPac/Vietnam |
| 26 Oct 1965 | 21 Jun 1966 | CVW-9 | CVAN 65 | A-4C | WestPac/Vietnam |
| 05 Jan 1967 | 22 Jul 1967 | CVW-5 | CVA 19 | A-4C | WestPac/Vietnam |
| 27 Jan 1968 | 10 Oct 1968 | CVW-5 | CVA 31 | A-4E | WestPac/Vietnam |
| 18 Mar 1969 | 29 Oct 1969 | CVW-5 | CVA 31 | A-4E | WestPac/Vietnam |
| 02 Apr 1970 | 12 Nov 1970 | CVW-5 | CVA 31 | A-4E | WestPac/Vietnam |
| 12 Nov 1971 | 17 Jul 1972 | CVW-15 | CVA 43 | A-7E | WestPac/Vietnam |
| 09 Mar 1973 | 08 Nov 1973 | CVW-15 | CVA 43 | A-7E | WestPac |
| 05 Dec 1974 | 02 Jul 1975 | CVW-15 | CVA 43 | A-7E | WestPac |
| 15 Feb 1977 | 05 Oct 1977 | CVW-15 | CV 43 | A-7E | WestPac |
| 30 May 1979 | 25 Feb 1980 | CVW-15 | CV 63 | A-7E | WestPac/IO |
| 01 Apr 1981 | 23 Nov 1981 | CVW-15 | CV 63 | A-7E | WestPac/IO |
| 01 Sep 1982 | 28 Apr 1983 | CVW-11 | CVN 65 | A-7E | NorPac/ WestPac/IO |
| 30 May 1984 | 20 Dec 1984 | CVW-11 | CVN 65 | A-7E | WestPac/IO/ NorPac |
| 12 Jan 1986 | 13 Aug 1986 | CVW-11 | CVN 65 | A-7E | WestPac/IO/ Med/SoLant |
| 25 Oct 1987 | 24 Nov 1987 | CVW-11 | CVN 65 | A-7E | NorPac |
| 05 Jan 1988 | 03 Jul 1988 | CVW-11 | CVN 65 | A-7E | WestPac/IO/ NorPac |
| 17 Sep 1989 | 16 Mar 1990 | CVW-11 | CVN 65 | A-7E | World Cruise |



A squadron A-4E Skyhawk flies over Bon Homme Richard (CVA 31) during her deployment to Vietnam in 1969.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-9 | N | 26 Mar 1952 |
| ATG-4 | Z/ND* | 1955 |
| CVG-9/CVW-9† | NG | 01 Aug 1958 |
| CVW-5 | NF | 01 Jul 1966 |
| COMFAIRLEMOORE | | Nov 1970 |
| CVW-15 | NL | 02 Jan 1971 |
| CVW-11 | NH | 18 Jan 1982 |

* The tail code was changed from Z to ND in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

† CVG-9 was redesignated CVW-9 when Carrier Air Groups (CVG) were redesignated Carrier Air Wings (CVW) on 20 December 1963.



A squadron A-7E Corsair II, in a low-visibility paint scheme, preparing to trap aboard Enterprise (CVN 65) in 1989.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| KPUC | 31 Jan 1953 | 27 Jul 1953 |
| KSM | 25 Jan 1953 | 01 Aug 1953 |
| NUC | 31 Jan 1953 | 27 Jul 1953 |
| | 21 Feb 1968 | 13 Sep 1968 |
| | 15 Dec 1971 | 01 Jul 1972 |
| NAVE | 01 Jul 1973 | 30 Jun 1974 |
| | 01 Jul 1983 | 31 Dec 1984 |
| | 01 Jan 1989 | 31 Dec 1989 |
| AFEM | 24 Jun 1960 | 25 Jun 1960 |
| | 01 May 1963 | 05 May 1963 |
| | 18 Sep 1964 | 20 Sep 1964 |
| | 01 Oct 1964 | 09 Oct 1964 |
| | 28 Nov 1964 | 01 Jan 1965 |
| | 16 Jan 1965 | 17 Mar 1965 |
| | 04 Apr 1965 | 14 Apr 1965 |
| | 04 May 1968 | 07 May 1968 |
| | 29 Jun 1969 | |
| | 07 Jul 1969 | 13 Jul 1969 |
| | 24 Jul 1969 | |
| | 03 Sep 1969 | |
| | 13 Sep 1969 | 14 Sep 1969 |
| | 29 Apr 1975 | 30 Apr 1975 |
| | 15 May 1975 | |
| | 15 Feb 1988 | 09 Mar 1988 |
| | 17 Jan 1990 | 31 Jan 1990 |
| HSM | 29 Apr 1975 | 30 Apr 1975 |
| | 17 May 1981 | |
| | 02 Oct 1981 | |
| | 23 Oct 1982 | |
| MUC | 20 Jan 1967 | 14 Jul 1967 |
| | 18 Apr 1969 | 08 Oct 1969 |
| | 02 May 1970 | 20 Oct 1970 |
| | 22 Apr 1975 | 30 Apr 1975 |
| | 15 May 1975 | |
| | 13 Nov 1979 | 08 Feb 1980 |
| | 01 Oct 1983 | 31 Mar 1985 |
| | 15 Feb 1988 | 09 Mar 1988 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NEM | 25 Nov 1979 | 28 Jan 1980 |
| | 25 May 1981 | 30 Sep 1981 |
| | 30 Apr 1986 | 27 Jun 1986 |
| RVNGC | 02 Dec 1965 | |
| | 11 Dec 1965 | |
| | 21 Dec 1965 | |
| | 24 Dec 1965 | |
| | 26 Dec 1965 | 30 Dec 1965 |
| | 01 Jan 1966 | 02 Jan 1966 |
| | 04 Jan 1966 | 14 Jan 1966 |
| | 04 Feb 1966 | |
| | 19 Feb 1966 | |
| | 23 Feb 1966 | |
| | 27 Mar 1966 | 28 Mar 1966 |
| | 30 Mar 1966 | 31 Mar 1966 |
| | 02 Apr 1966 | |
| | 11 Apr 1966 | |
| | 29 Apr 1966 | |
| | 20 Feb 1967 | |
| | 23 Feb 1967 | |
| | 16 Mar 1967 | |
| | 24 Mar 1967 | 25 Mar 1967 |
| | 07 May 1967 | |
| | 09 May 1967 | |
| | 12 May 1967 | |
| | 15 May 1967 | 21 May 1967 |
| | 29 May 1967 | 30 May 1967 |
| | 03 Jun 1967 | |
| | 16 Jun 1967 | |
| | 21 Feb 1968 | 25 Feb 1968 |
| | 27 Feb 1968 | 07 Mar 1968 |
| | 12 Mar 1968 | 18 Mar 1968 |
| | 22 Mar 1968 | 23 Mar 1968 |
| | 25 Mar 1968 | |
| | 06 Apr 1968 | 11 Apr 1968 |
| | 13 Apr 1968 | 14 Apr 1968 |
| | 17 Apr 1968 | 20 Apr 1968 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 13 May 1968 | 14 May 1968 |
| | 26 May 1968 | 27 May 1968 |
| | 04 Jul 1968 | |
| | 02 Aug 1968 | 18 Aug 1968 |
| | 27 Aug 1968 | 14 Sep 1968 |
| | 18 Apr 1969 | 17 May 1969 |
| | 01 Jun 1969 | |
| | 04 Jun 1969 | 09 Jun 1969 |
| | 11 Jun 1969 | 24 Jun 1969 |
| | 26 Jun 1969 | |
| VNSM | 02 Dec 1965 | 14 Jan 1966 |
| | 04 Feb 1966 | 23 Feb 1966 |
| | 16 Mar 1966 | 12 Apr 1966 |
| | 22 Apr 1966 | 14 May 1966 |
| | 23 May 1966 | 06 Jun 1966 |
| | 04 Feb 1967 | 26 Feb 1967 |
| | 15 Mar 1967 | 12 Apr 1967 |
| | 27 Apr 1967 | 05 Jun 1967 |
| | 11 Jun 1967 | 28 Jun 1967 |
| | 20 Feb 1968 | 25 Mar 1968 |
| | 06 Apr 1968 | 20 Apr 1968 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 09 May 1968 | 30 May 1968 |
| | 04 Jun 1968 | 05 Jun 1968 |
| | 13 Jun 1968 | 07 Jul 1968 |
| | 21 Jul 1968 | 18 Aug 1968 |
| | 27 Aug 1968 | 14 Sep 1968 |
| | 17 Apr 1969 | 18 May 1969 |
| | 03 Jun 1969 | 26 Jun 1969 |
| | 30 Jul 1969 | 31 Aug 1969 |
| | 23 Sep 1969 | 08 Oct 1969 |
| | 02 May 1970 | 26 May 1970 |
| | 01 Jun 1970 | 14 Jun 1970 |
| | 01 Jul 1970 | 29 Jul 1970 |
| | 17 Aug 1970 | 03 Sep 1970 |
| | 11 Sep 1970 | 12 Sep 1970 |
| | 26 Sep 1970 | 21 Oct 1970 |
| | 14 Dec 1971 | |
| | 31 Dec 1971 | 17 Jan 1972 |
| | 26 Jan 1972 | 17 Feb 1972 |
| | 01 Apr 1972 | 11 May 1972 |
| | 01 Jun 1972 | 11 Jun 1972 |
| | 21 Jun 1972 | 02 Jul 1972 |



A squadron F/A-18C Hornet flies over the burning oil fields of Kuwait, 1991.

VFA-97

Lineage

Established as Attack Squadron NINETY SEVEN (VA-97) on 1 June 1967.

Redesignated Strike Fighter Squadron NINETY SEVEN (VFA-97) on 24 January 1991. The first squadron to be assigned the VA-97 and VFA-97 designation.

Squadron Insignia and Nickname

The squadron's insignia was approved by the CNO on 6 March 1968. Colors for the hawk and shield insignia are as follows: background light blue outlined



The squadron's hawk and trident insignia.

in black; gold scroll outlined in black with black lettering; black hawk with gold markings, a gold beak, red tongue and eye; dark blue shield with a gold trident, both outlined in black; gray knight's helmet with a blue and gold crest and black markings.

Nickname: Warhawks, 1968-present.

Chronology of Significant Events

28 Jun 1968: The squadron conducted its first combat missions.

4 Feb–7 Mar 1971: The squadron embarked in *Enterprise* (CVAN 65) for the ship's transit around South America to her new home port on the west coast.

Dec 1971: Following the outbreak of war between India and Pakistan over East Pakistan (Bangladesh), *Enterprise* (CVAN 65) was ordered to leave Yankee Station for operations in the Indian Ocean. The carrier, with Air Wing 14 embarked, operated in the Bay of Bengal until the cessation of hostilities in the latter part of December.

Oct 1972: Squadron aircraft participated in Linebacker I operations, heavy air strikes against targets in North Vietnam to interdict the flow of supplies into South Vietnam.

Dec 1972: The squadron participated in Linebacker II operations, an intensified version of Linebacker I.

Feb 1975: *Enterprise*, with CVW-14, provided disaster support for the island country of Mauritius following a tropical storm.

Apr 1975: The squadron participated in Operation Frequent Wind and provided air support for the evacuation of personnel from Saigon as it fell to the communists.

Feb 1977: During the crisis in Uganda and threats against Americans in that country, *Enterprise* operated off the coast of Kenya ready to evacuate Americans.

Dec 1979: *Coral Sea* (CV 43) operated off the coast of South Korea following the assassination of South Korea's President Park Chung-Hee in late October.

Apr 1980: *Coral Sea* was part of the task force involved in supporting the Iranian hostage rescue attempt.

May 1980: Following civil unrest in South Korea, *Coral Sea* operated off the coast of that country.

Aug 1983: Due to the unsettled conditions in Central America, *Coral Sea* operated off the coast of Nicaragua and also participated in surveillance for illegal drug traffic.

Aug 1986: The squadron participated in carrier tactical flight operations in the Bering Sea.

Jul 1988: During the Olympics in Seoul, Korea, *Carl Vinson* (CVN 70), with VA-97 embarked, operated off the coast of Korea.



A formation of squadron A-7E Corsair IIs, 1975.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------|------------------------|
| NAS Lemoore | 01 Jun 1967 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|-----------------------------|-----------------------------|
| CDR Richard P. Vaillancourt | 28 Jul 1967 |
| CDR Leroy M. Kraft | 27 Feb 1969 |
| CDR James E. Doolittle | 19 Dec 1969 |
| CDR Robert B. Arnold | 16 Dec 1970 |
| CDR Hugh F. Lynch | 27 Dec 1971 |
| CDR Robert C. Coffey | 15 Dec 1972 |
| CDR Bert D. Terry | 29 Mar 1974 |
| CDR Robert P. Nicolls | 26 Jun 1975 |
| CDR John F. Murray | 17 Sep 1976 |
| CDR Rex R. Arnett, Jr. | 22 Nov 1977 |
| CDR John M. McGrath | 11 Jan 1979 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|---------------------------|-----------------------------|
| CDR David L. Carroll | 29 Mar 1980 |
| CDR Michael L. Bowman | 06 Jun 1981 |
| CDR Thomas L. McClelland | 21 Sep 1982 |
| CDR Norman L. Westerbuhr | 03 Feb 1984 |
| CDR Joseph W. Parker, Jr. | 20 Sep 1985 |
| CDR T. Barry McFarland | 27 Mar 1987 |
| CDR Michael F. Winkler | 31 Jul 1988 |
| CDR James T. Noland, Jr. | 11 Jan 1990 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| A-7A | Oct 1967 |
| A-7E | Jul 1970 |
| F/A-18A | 22 Feb 1991 |



A squadron A-7E Corsair II in flight with its low-visibility paint scheme, 1984.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 29 May 1968 | 31 Jan 1969 | CVW-14 | CVA 64 | A-7A | WestPac/Vietnam |
| 11 Aug 1969 | 08 May 1970 | CVW-14 | CVA 64 | A-7A | WestPac/Vietnam |
| 11 Jun 1971 | 12 Feb 1972 | CVW-14 | CVAN 65 | A-7E | WestPac/ Vietnam/IO |
| 12 Sep 1972 | 12 Jun 1973 | CVW-14 | CVAN 65 | A-7E | WestPac/Vietnam |
| 17 Sep 1974 | 20 May 1975 | CVW-14 | CVAN 65 | A-7E | WestPac/IO |
| 30 Jul 1976 | 28 Mar 1977 | CVW-14 | CVN 65 | A-7E | WestPac/IO |
| 04 Apr 1978 | 30 Oct 1978 | CVW-14 | CVN 65 | A-7E | WestPac/IO |
| 13 Nov 1979 | 11 Jun 1980 | CVW-14 | CV 43 | A-7E | WestPac/IO |
| 20 Aug 1981 | 23 Mar 1982 | CVW-14 | CV 43 | A-7E | WestPac/IO |
| 21 Mar 1983 | 12 Sep 1983 | CVW-14 | CV 43 | A-7E | World Cruise |
| 13 Oct 1984 | 24 May 1985 | CVW-15 | CVN 70 | A-7E | NorPac/ WestPac/IO |
| 12 Aug 1986 | 05 Feb 1987 | CVW-15 | CVN 70 | A-7E | NorPac/ WestPac/IO |
| 15 Jun 1988 | 14 Dec 1988 | CVW-15 | CVN 70 | A-7E | NorPac/ WestPac/IO |
| 05 Sep 1989 | 09 Nov 1989 | CVW-15 | CVN 70 | A-7E | NorPac/WestPac |
| 01 Feb 1990 | 31 Jul 1990 | CVW-15 | CVN 70 | A-7E | WestPac/IO |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVW-14 | NK | 15 Dec 1967* |
| CVW-15 | NL | 01 Nov 1983 |

* Before being assigned to CVW-14 the squadron was under the operational and administrative control of VA-122 during its training in the A-7A Corsair II.

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 01 Nov 1969 | 23 Nov 1969 |
| | 07 Dec 1969 | 22 Dec 1969 |
| | 05 Jan 1970 | 30 Jan 1970 |
| | 12 Feb 1970 | 01 Mar 1970 |
| | 26 Mar 1970 | 17 Apr 1970 |
| | 14 Jul 1971 | 31 Jul 1971 |
| | 15 Aug 1971 | 04 Sep 1971 |
| | 12 Sep 1971 | |
| | 25 Sep 1971 | 26 Sep 1971 |
| | 02 Oct 1972 | 23 Oct 1972 |
| | 01 Nov 1972 | 11 Dec 1972 |
| | 18 Dec 1972 | 13 Jan 1973 |
| | 24 Jan 1973 | 23 Feb 1973 |
| | 01 Mar 1973 | 02 Mar 1973 |
| | 11 Mar 1973 | 28 Mar 1973 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NAVE | 01 Jul 1968 | 31 Dec 1969 |
| | 01 Jul 1974 | 31 Dec 1975 |
| | 01 Jan 1988 | 31 Dec 1988 |
| MUC | 07 Sep 1969 | 30 Apr 1970 |
| | 02 Jul 1971 | 03 Feb 1972 |
| | 22 Apr 1975 | 30 Apr 1975 |
| | 07 Mar 1978 | 01 May 1980 |
| | 10 Nov 1984 | 07 May 1985 |
| | 16 Jan 1987 | 02 Feb 1987 |
| NUC | 03 Oct 1972 | 22 Feb 1973 |
| AFEM | 16 Oct 1969 | 24 Oct 1969 |
| | 16 Mar 1970 | 23 Mar 1970 |
| | 29 Apr 1975 | 30 Apr 1975 |
| HSM | 29 Apr 1975 | 30 Apr 1975 |
| VNSM | 27 Jun 1968 | 22 Jul 1968 |
| | 02 Aug 1968 | 28 Aug 1968 |
| | 11 Sep 1968 | 09 Oct 1968 |
| | 28 Nov 1968 | 29 Nov 1968 |
| | 09 Dec 1968 | 21 Dec 1968 |
| | 01 Jan 1969 | 07 Jan 1969 |
| | 11 Sep 1969 | 03 Oct 1969 |



A squadron F/A-18A Hornet at NAS Lemoore, California, 1991.

VFA-105

Lineage

Established as Attack Squadron ONE HUNDRED FIVE (VA-105) on 1 November 1967.

Redesignated Strike Fighter Squadron ONE HUNDRED FIVE (VFA-105) on 17 December 1990. The second squadron to be assigned the designation VA-105 and the first to be designated VFA-105.



The squadron's insignia as it was first approved in 1968.



In 1984, a modification was approved for the squadron's insignia that added an upper scroll with the nickname Gunslingers. When the squadron was redesignated VFA, the designation in the lower scroll changed from ATKRON 105 to STRKFITRON 105.

Squadron Insignia and Nickname

The squadron's insignia was approved by the CNO on 20 September 1968. Colors for the knight and holster insignia are as follows: a white background with a kelly green border; silver 45 caliber revolver with a black handle; black holster and gold knight; black ammunition belt with silver trim and gold bullets; kelly green scroll with white lettering.

On 31 December 1984 the CNO approved a modification to the squadron insignia. The modification included adding an upper scroll with the nickname Gunslingers and changes to the colors. The background color and lettering in the scrolls were changed to silver and the insignia was outlined in black.

Nickname: Gunslingers, 1968-present.

Chronology of Significant Events

4 Mar 1968: The squadron completed its training under VA-174 on the A-7A and became an operational unit of the Atlantic Fleet.

May and Jun 1969: Following the shootdown of a Navy EC-121 by the North Koreans in April, *Kitty Hawk* (CVA 63) was part of a continuing American presence being maintained off the coast of Korea.

Sep and Oct 1970: Following the hijacking of several airliners by Palestinians, the outbreak of serious fight-

ing in Jordan and the invasion of Jordan by Syria, *Saratoga* (CVA 60) with VA-105 embarked, operated in the eastern Mediterranean, prepared to support an evacuation of Americans from Jordan and to show support for the Jordanian government.

Jun-Oct 1971: As part of CVW-3, embarked in *Saratoga*, the squadron participated in the CV Concept Evaluation while deployed to the North Atlantic and Mediterranean Sea. The concept added antisubmarine warfare to the missions of the attack carriers. ASW aircraft were added to the carrier air wings and the carriers were redesignated from CVA to CV.

Jun-Oct 1972: The squadron participated in Linebacker I operations, heavy air strikes against targets in North Vietnam to interdict the flow of supplies into South Vietnam.

18-29 Dec 1972: Squadron aircraft participated in Linebacker II operations against North Vietnam, an intensified version of Linebacker I.

Jan 1975: Following violent demonstrations in Cyprus, *Saratoga* operated off the coast of that island country, prepared to provide support for the possible evacuation of Americans.

Apr 1976: The squadron operated off the coast of Lebanon and participated in Operation Fluid Drive, preparations to support a possible evacuation of Americans from that country.

Jun 1982: Following the invasion of Lebanon by Israel on 6 June, *John F. Kennedy* (CV 67) operated off the coast of Lebanon, available to support an evacuation of Americans from that country.

Jul-Dec 1984: The squadron returned from a six-month deployment to MCAS Iwakuni in the western Pacific. It was assigned to MAG-12, 1st MAW. This was the first time a Navy squadron participated in the Marine Corps Unit Deployment Program and the first Navy squadron since World War II to come under the command of a Marine Corps officer. While deployed with the Marines the squadron's major mission was close air support.



A squadron A-7E Corsair II in 1978.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------|------------------------|
| NAS Cecil Field | 01 Nov 1967 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|---------------------|-----------------------------|
| CDR R. C. Bos | 01 Nov 1967 |
| CDR R. K. Halverson | 21 Jan 1969 |
| CDR C. R. Bowling | 30 Dec 1969 |
| CDR J. C. Perkins | 05 Oct 1970 |
| CDR H. B. Chase | 16 Jul 1971 |
| CDR W. R. Zipperer | 07 May 1972 |
| CDR P. N. Puerling | 23 May 1973 |
| CDR R. F. Moreau | 20 Jul 1974 |
| CDR J. E. Carpenter | 17 Nov 1975 |
| CDR F. H. Saunders | 07 Jan 1977 |
| CDR B. M. Bennitt | 27 Apr 1978 |
| CDR R. M. Nutwell | 03 Jul 1979 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|----------------------|-----------------------------|
| CDR R. G. Pearson | 06 Nov 1980 |
| CDR D. V. Raebel | 17 Feb 1981 |
| CDR R. G. Brodsky | 10 May 1982 |
| CDR D. A. Weiss | 17 Nov 1983 |
| CDR G. G. Johnson | 16 May 1985 |
| CDR L. E. Osborn | 06 Oct 1986 |
| CDR K. T. Lewis | 25 Mar 1988 |
| CDR K. A. Richardson | 27 Jul 1989 |
| CDR Gene A. Smith | 28 Mar 1991 |

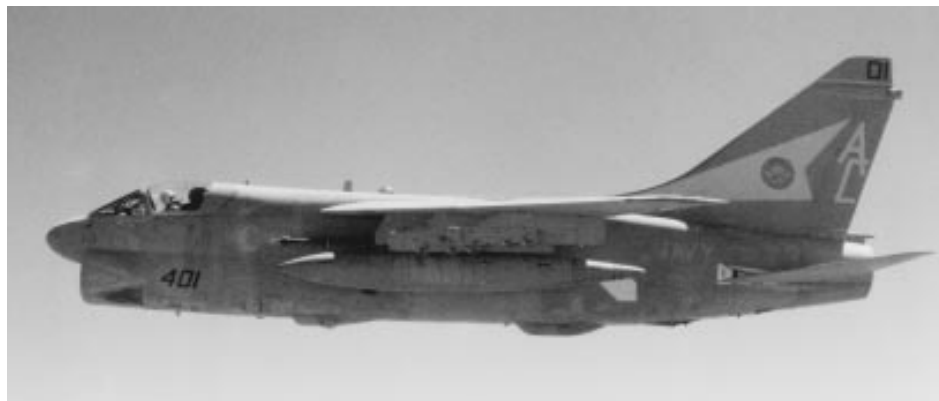
Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| A-7A | 04 Mar 1968 |
| A-7E | 07 May 1973 |
| F/A-18A | 27 Dec 1990 |
| F/A-18C | 11 Mar 1991 |

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|--------------------------|
| 30 Dec 1968 | 04 Sep 1969 | CVW-11 | CVA 63 | A-7A | WestPac/Vietnam |
| 17 Jun 1970 | 09 Nov 1970 | CVW-3 | CVA 60 | A-7A | Med |
| 07 Jun 1971 | 28 Oct 1971 | CVW-3 | CVA 60 | A-7A | NorLant/Med |
| 11 Apr 1972 | 13 Feb 1973 | CVW-3 | CV 60 | A-7A | WestPac/Vietnam |
| 27 Sep 1974 | 19 Mar 1975 | CVW-3 | CV 60 | A-7E | Med |
| 06 Jan 1976 | 28 Jul 1976 | CVW-3 | CV 60 | A-7E | Med |
| 11 Jul 1977 | 23 Dec 1977 | CVW-3 | CV 60 | A-7E | Med |
| 03 Oct 1978 | 05 Apr 1979 | CVW-3 | CV 60 | A-7E | Med |
| 10 Mar 1980 | 27 Aug 1980 | CVW-3 | CV 60 | A-7E | Med |
| 04 Jan 1982 | 14 Jul 1982 | CVW-3 | CV 67 | A-7E | Med/IO |
| 01 Mar 1983 | 29 Oct 1983 | CVW-15 | CVN 70 | A-7E | World Cruise |
| 02 Jun 1984 | 17 Dec 1984 | MAG-12 | * | A-7E | WestPac |
| 02 Jun 1986 | 10 Nov 1986 | CVW-6 | CV 59 | A-7E | Med |
| 28 Aug 1987 | 09 Oct 1987 | CVW-6 | CV 59 | A-7E | NorLant |
| 25 Apr 1988 | 07 Oct 1988 | CVW-6 | CV 59 | A-7E | Med/IO/NorLant |
| 04 Nov 1989 | 12 Apr 1990 | CVW-6 | CV 59 | A-7E | Med |

* The squadron deployed to MCAS Iwakuni, Japan, as part of Marine Aircraft Group 12. While deployed to WestPac the squadron also operated from NAF Kadena, Okinawa; NAS Cubi Point, Philippines and stations in Korea.



A squadron A-7E Corsair II in flight with low-visibility paint scheme, 1984.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|----------------------|------------------|------------------------|
| VA-174* | | 01 Nov 1967 |
| COMFAIRJACKSON-VILLE | | 01 Mar 1968 |
| CVW-11 | NH | 1968† |
| COMFAIRJACKSON-VILLE | | Sep |
| CVW-3 | AC | 1970‡ |
| CVW-15 | NL | 01 Oct 1982 |
| COMLATWING ONE | | Oct 1983 |
| MAG-12, 1st MAW§ | AC | 08 Jun 1984 |
| COMLATWING ONE | | Dec 1984 |
| CVW-6 | AE | 01 Apr 1985 |
| COMLATWING ONE | | 01 Oct 1990 |
| CVW-3 | AC | 01 Sep 1991 |

* The squadron was assigned to VA-174 during training in the new A-7A Corsair II.

† The squadron was assigned to CVW-11 sometime after June 1968 and prior to its deployment in December 1968. Squadron and air wing records do not indicate the day or month.

‡ The squadron was assigned to CVW-3 sometime in the early part of 1970.

§ VA-105 was assigned to MAG-12, 1st MAW during its shorebased deployment to MCAS Iwakuni, Japan. While deployed with MAG-12 the squadron used the tail code AC on its aircraft.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NAVE | 01 Jul 1968 | 31 Dec 1969 |
| | 01 Jul 1974 | 30 Jun 1975 |
| | 01 Oct 1976 | 30 Sep 1977 |
| MUC | 01 Jan 1984 | 31 Dec 1984 |
| | 17 Sep 1970 | 18 Oct 1970 |
| | 01 Oct 1979 | 15 Nov 1980 |
| AFEM 1969 | 15 May 1969 | |
| | 25 May 1969 | 27 May 1969 |
| | 05 Jun 1969 | |
| NUC | 07 Jun 1969 | 15 Jun 1969 |
| | 25 Jul 1969 | |
| | 15 Jan 1969 | 27 Aug 1969 |
| VNSM | 18 May 1972 | 08 Jan 1973 |
| | 01 Mar 1984 | 14 Dec 1984 |
| | 27 Jan 1969 | 01 Mar 1969 |
| | 12 Mar 1969 | 05 Apr 1969 |
| | 17 Apr 1969 | 11 May 1969 |
| | 28 Jun 1969 | 15 Jul 1969 |
| | 27 Jul 1969 | 17 Aug 1969 |
| | 06 May 1972 | 07 May 1972 |
| | 17 May 1972 | 22 Jun 1972 |
| | 30 Jun 1972 | 16 Jul 1972 |
| | 27 Jul 1972 | 23 Aug 1972 |
| | 02 Sep 1972 | 19 Sep 1972 |
| | 29 Sep 1972 | 21 Oct 1972 |
| | 25 Oct 1972 | 26 Oct 1972 |
| | 03 Nov 1972 | 08 Dec 1972 |
| | 18 Dec 1972 | 31 Dec 1972 |



A squadron F/A-18C Hornet at NAS Fallon, Nevada, March 1992 (Courtesy Robert Lawson Collection).

VFA-106

Lineage

Established as Strike Fighter Squadron ONE HUNDRED SIX (VFA-106) on 27 April 1984. The first squadron to be assigned the VFA-106 designation.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 26 May 1982. The insignia approved for VFA-106 had been used by VA-106 prior to its disestablishment on 7 November 1969. Colors for the VFA-106 insignia are: a gold background outlined in red; a blue shield with a white arrow and Roman helmet, the upper part of the helmet is red; a gold stylized wing is on the upper right hand corner of the shield; white aircraft with blue markings; and blue scrolls with white lettering.



The Gladiators insignia used by the squadron.

Nickname: Gladiators, 1984-present.

Chronology of Significant Events

27 Apr 1984: The squadron's mission is the training of F/A-18 replacement pilots and maintenance personnel for east coast F/A-18 fleet squadrons.

7 Oct 1985: The first Replacement Pilot Class arrives at VFA-106 to begin training on the F/A-18 Hornet.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------|------------------------|
| NAS Cecil Field | 27 Apr 1984 |

Commanding Officers

| <i>Date Assumed Command</i> | |
|-----------------------------|-----------------------|
| 27 Apr 1984 | CDR D. J. L'Herault |
| 13 Dec 1985 | CDR J. W. Peterson |
| 13 Feb 1987 | CDR L. G. Kappel |
| 03 Jun 1988 | CDR W. O. King, Jr. |
| 12 Jun 1989 | CDR W. N. Deaver, Jr. |
| 19 Mar 1991 | CDR J. Barry Waddell |

Aircraft Assignment

| <i>Date Type First Received</i> | <i>Type of Aircraft</i> |
|---------------------------------|-------------------------|
| 09 Feb 1985 | F/A-18A |
| 22 Mar 1985 | TF/A-18A |
| May 1986 | F/A-18B |
| Oct 1987 | F/A-18C |
| Dec 1987 | F/A-18D |



A squadron F/A-18A Hornet in flight, May 1987 (Courtesy Robert Lawson Collection).

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| COMLATWING | | |
| ONE | AD | 27 Apr 1984 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NUC | 01 May 1985 | 30 Apr 1986 |
| MUC | 01 May 1986 | 31 Oct 1987 |
| | 01 Nov 1987 | 31 Dec 1989 |



A squadron TF/A-18A Hornet at NAS Fallon, Nevada, March 1986 (Courtesy Robert Lawson Collection).

VFA-113

Lineage

Established as Fighter Squadron ONE HUNDRED THIRTEEN (VF-113) on 15 July 1948.

Redesignated Attack Squadron ONE HUNDRED THIRTEEN (VA-113) in March 1956.

Redesignated Strike Fighter Squadron ONE HUNDRED THIRTEEN (VFA-113) on 25 March 1983. The first squadron to be assigned the VA-113 and VFA-113 designation.



This beehive and hornet insignia was adopted by the squadron in 1949.



When the squadron was redesignated VFA, the insignia was modified by adding a scroll with the squadron designation; it was approved by CNO in 1983.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 15 April 1949. Colors for the insignia are: red beehive with white markings and outlined in yellow; with yellow lettering; black and yellow bumble bee with red legs and white wings with black markings.

CNO approved a modification to the insignia on 4 February 1985. The beehive insignia was placed inside a circle with a blue background outlined in yellow; the scroll is red, outlined in black and yellow, with yellow lettering; the other colors of the insignia remained the same.

Nickname: Stingers, 1949 to present.

Chronology of Significant Events

5 Aug 1950: The squadron flew its first combat mission, striking land and sea targets southeast of Kunsan, Korea, and Mokpo harbor.

12-14 Sep 1950: Squadron aircraft flew combat sorties in and around Inchon, Korea, in preparation for the landings at Wolmi Island.

15 Sep 1950: The squadron participated in offensive sorties during the landings at Inchon, striking targets on the roads between Inchon and Seoul.

2 & 5 Nov 1950: Squadron aircraft participated in Operation Pinwheel, the docking and departing of the

carrier from the pier using aircraft engine power to move the ship.

9-10 & 12 Nov 1950: During strikes by the squadron's F4U-4Bs on bridges crossing the Yalu River between Sinuiju and Antung, they were attacked by MiG-15s. No damage was inflicted on the squadron's aircraft and no apparent damage was done to the MiG-15s.

22-23 Dec 1950: Two squadron aircraft flew spotting missions for *Saint Paul* (CA 73) on 22 December and for *Missouri* (BB 63) on 23 December during shore bombardment against villages and troop concentrations near the front line.

23 Jun 1952: Squadron aircraft, along with planes from 3 other air groups and the 5th Air Force, participated in the first coordinated strikes against North Korean hydroelectric power plants. This was the first time that enemy power plants had been so heavily targeted. It also marked the first time that four carriers were on line off the coast of Korea since the fall of 1950.

8-13 Feb 1955: Squadron aircraft were on station and available for air support during the evacuation of personnel from the Tachen Islands due to the bombardment of the islands by the People's Republic of China.

Aug-Sep 1958: The squadron was part of a task force that provided support to the Republic of China during the shelling of the Quemoy Island group by the Chinese Communists.

11 Aug-1 Nov 1961: The squadron was embarked in *Kitty Hawk* (CVA 63) for her transit, via Cape Horn, from Norfolk to her new home port at San Diego.

Jun 1964: Squadron aircraft participated in Yankee Team operations, including inflight refueling for RF-8A and RF-101 aircraft and search and rescue missions over South Vietnam and Laos.

Nov 1964-Oct 1965: The squadron provided a detachment of personnel and aircraft for use as fighter



A squadron F4U-4 Corsair catching the wire aboard Philippine Sea (CV 47) during their 1951-1952 combat deployment to Korea.

protection for the Antisubmarine Carrier Air Group embarked in *Bennington* (CVS 20).

Dec 1965: During the squadron's first line-period on Yankee Station, it participated in three major strikes against important North Vietnamese targets, including the Hai Phong Bridge, Uong Bi Thermal Power Plant and the Hai Duong Bridge.

Jan–Feb 1968: While embarked in *Enterprise* (CVAN 65) and enroute to Yankee Station, the carrier was ordered to the Sea of Japan for operations following the seizure of the *Pueblo* (AGER 2) by the North Koreans.

Dec 1972: The squadron participated in Linebacker II Operations, heavy air strikes against targets primarily around Hanoi and Haiphong.

Jul 1976: Following the Israeli raid on Entebbe and the threatened military operations against Kenya by Uganda, the *Ranger* (CV 61), with VA-113 embarked, was ordered to transit from the South China Sea to the western Indian Ocean and operate off the coast of Kenya.

15 Oct 1980–22 Mar 1981: Under the Swing Wing Concept to reduce the deck multiple on *Ranger*, VA-113 was off loaded at NAS Cubi Point and operated as a CVW-2 Detachment from the air station. While temporarily shore based the squadron participated in numerous joint and interservice exercises.

Mar–Oct 1983: The squadron underwent transition training with VFA-125, becoming the first Navy fleet operational squadron assigned the F/A-18 Hornet.

Feb–Aug 1985: VFA-113, along with VFA-25, made the first deployment with the new F/A-18 Hornet. The squadrons deployed aboard *Constellation* (CV 64) and operated in the western Pacific and Indian Ocean.

Jul 1987: Squadron aircraft, along with other units of CVW-14, conducted surveillance in the strategic Strait of Hormuz and provided air cover for the first five Earnest Will operations, the escort of reflagged Kuwaiti oil tankers through the Gulf of Oman and Persian Gulf.

2 Aug 1990: *Independence* (CV 62), with VFA-113 embarked, was ordered to the Gulf of Oman following the Iraqi invasion of Kuwait.

Aug 1990: The squadron's F/A-18s flew mixed combat air patrol missions with F-14s in the Persian Gulf up to 28 degrees north latitude in support of Operation Desert Shield, the build up of American and Allied forces to counter a threatened invasion of Saudi Arabia by Iraq and as part of an economic blockade of Iraq to force its withdrawal from Kuwait.

3–4 Oct 1990: VFA-113 conducted flight operations from *Independence* while she operated in the Persian Gulf. This was the first time a carrier had operated in the Persian Gulf since 1974.



Squadron F9F-5 Panthers over Kearsarge (CVA 33) during their 1953–1954 deployment to Korea and WestPac.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------|------------------------|
| NAS San Diego | 15 Jul 1948 |
| NAS Miramar | 15 Sep 1952 |
| NAS Lemoore | 12 Dec 1961 |

Commanding Officers

| <i>Date Assumed Command</i> | |
|-----------------------------|----------------------------|
| 15 Jul 1948 | LCDR Robert S. Merritt |
| 09 Jun 1949 | LCDR Roy M. Voris |
| 20 Jan 1950 | LCDR John T. O'Neill |
| 30 Jun 1951 | CDR Harold P. Ady, Jr. |
| 24 Oct 1951 | LCDR John R. Strane |
| 29 Sep 1952 | LCDR J. H. Tripp |
| Aug 1954 | CDR Charles C. Sanders |
| Apr 1955 | CDR Harold W. Davis |
| Dec 1956 | CDR Richard L. Cormier |
| 26 Nov 1958 | CDR H. S. Matthews, Jr. |
| 16 Oct 1959 | CDR Robert E. Gallatin |
| 17 Feb 1961 | CDR L. A. Tomkins |
| 30 Mar 1962 | CDR G. A. White, Jr. |
| 01 Mar 1963 | CDR H. A. Borgerding |
| 21 Feb 1964 | CDR G. G. Zimmerman |
| 02 Apr 1965 | CDR Henry M. Dibble |
| 11 Apr 1966 | CDR J. Abbott (acting) |
| 04 May 1966 | CDR J. A. Burnett (acting) |
| 30 May 1966 | CDR R. E. Bennett |
| 16 Jul 1967 | CDR R. J. Thomas |
| 23 Jul 1968 | CDR E. J. Jacobs |
| 03 Sep 1969 | CDR J. E. Newton |
| 17 Jul 1970 | CDR J. Brent Streit |
| 26 Mar 1971 | CDR Weston H. Byng |
| 28 Apr 1972 | CDR Richard L. Grant |

Commanding Officers—Continued

Aircraft Assignment

| | <i>Date Assumed Command</i> | <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|--------------------------------|-----------------------------|-------------------------|---------------------------------|
| CDR D. Bruce Cargill | 16 Apr 1973 | F8F-1 | 15 Jul 1948 |
| CDR Judson H. Springer | 10 Dec 1973 | F8F-2 | 28 Mar 1949 |
| CDR M. D. Munsinger | 28 Mar 1975 | F4U-4B | 09 Mar 1950 |
| CDR H. D. Lesesne | 17 May 1976 | F9F-5 | Oct 1952 |
| CDR Michael J. Webber | 26 Aug 1977 | F9F-2 | Feb 1954 |
| CDR John P. Park | 22 Nov 1978 | F9F-8 | May 1955 |
| CDR T. D. Hill, Jr. | 21 Feb 1980 | F9F-8B | Apr 1956 |
| CDR W. C. Trafton | 10 Jun 1981 | A4D-1 | 29 Apr 1957 |
| CDR William W. Pickavance, Jr. | 01 Aug 1982 | A4D-2 | 08 Sep 1958 |
| CDR C. A. Langbehn | 29 Feb 1984 | A4D-2N/A-4C* | 29 Mar 1961 |
| CDR Robert G. Sprigg | 05 Sep 1985 | A-4F | Oct 1967 |
| CDR David V. Park | 24 Jan 1987 | A-7B | 10 Dec 1968 |
| CDR John V. Chenevey | 28 Feb 1988 | A-7E | Apr 1970 |
| CDR Gary L. Koger | 07 Jul 1989 | F/A-18A | 24 Aug 1983 |
| CDR Danny L. Clarkson | 24 Jan 1991 | F/A-18C | 09 Jun 1989 |

* The A4D-2N designation was changed to A-4C in 1962.



A squadron A4D-1 (A-4) Skyhawk on Hancock's (CVA 19) flight deck, November 1957.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 05 Jul 1950 | 07 Apr 1951 | CVG-11 | CV 47/45* | F4U-4B | WestPac/Korea |
| 31 Dec 1951 | 08 Aug 1952 | CVG-11 | CV 47 | F4U-4 | WestPac/Korea |
| 01 Jul 1953 | 18 Jan 1954 | CVG-11 | CVA 33 | F9F-5 | WestPac/Korea |
| 07 Oct 1954 | 12 May 1955 | CVG-11 | CVA 33 | F9F-2 | WestPac |
| 16 Jul 1956 | 26 Jan 1957 | CVG-11 | CVA 9 | F9F-8B | WestPac |
| 08 Mar 1958 | 21 Nov 1958 | CVG-11 | CVA 38 | A4D-1 | WestPac |
| 09 Mar 1959 | 03 Oct 1959 | CVG-11 | CVA 38 | A4D-2 | WestPac |
| 16 Jul 1960 | 18 Mar 1961 | CVG-11 | CVA 19 | A4D-2 | WestPac |
| 13 Sep 1962 | 02 Apr 1963 | CVG-11 | CVA 63 | A4D-2N | WestPac |
| 17 Oct 1963 | 20 Jul 1964 | CVW-11 | CVA 63 | A-4C | WestPac |
| 19 Oct 1965 | 13 Jun 1966 | CVW-11 | CVA 63 | A-4C | WestPac/Vietnam |
| 19 Nov 1966 | 06 Jul 1967 | CVW-9 | CVAN 65 | A-4C | WestPac/Vietnam |
| 03 Jan 1968 | 18 Jul 1968 | CVW-9 | CVAN 65 | A-4F | WestPac/Vietnam |
| 09 Jul 1969 | 22 Jan 1970 | CVW-3 | CVA 60 | A-7B | Med |
| 27 Oct 1970 | 17 Jun 1971 | CVW-2 | CVA 61 | A-7E | WestPac/Vietnam |
| 16 Nov 1972 | 23 Jun 1973 | CVW-2 | CVA 61 | A-7E | WestPac/Vietnam |
| 07 May 1974 | 18 Oct 1974 | CVW-2 | CVA 61 | A-7E | WestPac |
| 30 Jan 1976 | 07 Sep 1976 | CVW-2 | CV 61 | A-7E | WestPac/IO |
| 21 Feb 1979 | 22 Sep 1979 | CVW-2 | CV 61 | A-7E | WestPac |
| 10 Sep 1980 | 05 May 1981 | CVW-2 | CV 61 | A-7E | WestPac/IO |
| 07 Apr 1982 | 19 Oct 1982 | CVW-2 | CV 61 | A-7E | WestPac/IO |
| 21 Feb 1985 | 24 Aug 1985 | CVW-14 | CV 64 | F/A-18A | WestPac/IO |
| 04 Sep 1986 | 20 Oct 1986 | CVW-14 | CV 64 | F/A-18A | NorPac |
| 11 Apr 1987 | 13 Oct 1987 | CVW-14 | CV 64 | F/A-18A | WestPac/IO |
| 01 Dec 1988 | 01 Jun 1989 | CVW-14 | CV 64 | F/A-18A | WestPac/IO |
| 16 Sep 1989 | 19 Oct 1989 | CVW-14 | CV 64 | F/A-18A/C | NorPac |
| 23 Jun 1990 | 20 Dec 1990 | CVW-14 | CV 62 | F/A-18C | WestPac/IO/ Persian Gulf |

* CVG-11 deployed to Korea embarked in *Philippine Sea* (CV 47) and on 29 March 1951 transferred to *Valley Forge* (CV 45) and returned to the States embarked in *Valley Forge*.



*A formation of
squadron A-7E
Corsair IIs in 1971.*

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|------------------|------------------|------------------------|
| CVAG-11/CVG-11/- | | |
| CVW-11* | V/NH† | 15 Jul 1948 |
| CVW-9 | NG | 1966 |
| COMFAIRALAMEDA | | Aug 1968 |
| CVW-3 | AC | 1969 |
| CVW-2 | NE | 01 Jun 1970 |
| COMLATWING- | | |
| PAC/VFA-125 | | 1983 |
| CVW-14 | NK | Feb 1984 |

* CVAG-11 was redesignated CVG-11 on 1 September 1948. CVG-11 was redesignated CVW-11 when Carrier Air Group (CVG) designations were redesignated Carrier Air Wings (CVW) on 20 December 1963.

† The tail code was changed from V to NH in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).



A squadron F/A-18A Hornet launching a Sparrow missile, 1984.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NUC | 04 Aug 1950 | 29 Mar 1951 |
| | 26 Dec 1965 | 14 May 1966 |
| | 18 Dec 1966 | 20 Jun 1967 |
| | 22 Feb 1968 | 26 Jun 1968 |
| KSM | 02 Aug 1990 | 01 Nov 1990 |
| | 01 Aug 1950 | 29 Mar 1951 |
| KPUC | 20 Jan 1952 | 12 Jul 1952 |
| | 01 Aug 1950 | 29 Mar 1951 |
| NAVE | 20 Jan 1952 | 12 Jul 1952 |
| | 01 Jul 1957 | 30 Jun 1958 |
| | 01 Jul 1967 | 30 Jun 1968 |
| MUC | 01 Jan 1985 | 30 Jun 1986 |
| | 18 Nov 1970 | 10 Jun 1971 |
| | 27 Mar 1983 | 27 Aug 1985 |
| AFEM | 01 Jan 1984 | 24 Aug 1985 |
| | 30 Aug 1958 | 01 Sep 1958 |
| | 03 Sep 1958 | 27 Sep 1958 |
| | 15 Oct 1958 | 16 Oct 1958 |
| | 21 Oct 1958 | 29 Oct 1958 |
| | 15 Nov 1962 | 16 Nov 1962 |
| | 20 Dec 1962 | |
| | 19 May 1964 | 10 Jun 1964 |
| SASM | 23 Jan 1968 | 22 Mar 1968 |
| | 05 Aug 1990 | 04 Nov 1990 |
| VNSM | 25 Nov 1965 | 23 Dec 1965 |
| | 15 Jan 1966 | 04 Feb 1966 |
| | 18 Feb 1966 | 14 Mar 1966 |
| | 01 Apr 1966 | 29 Apr 1966 |
| | 08 May 1966 | 23 May 1966 |
| | 17 Dec 1966 | 17 Jan 1967 |
| | 31 Jan 1967 | 03 Mar 1967 |
| | 20 Mar 1967 | 18 Apr 1967 |
| | 28 Apr 1967 | 28 May 1967 |
| | 04 Jun 1967 | 21 Jun 1967 |
| | | |
| | | |

Unit Awards Received—continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 21 Feb 1968 | 17 Mar 1968 |
| | 26 Mar 1968 | 24 Apr 1968 |
| | 30 Apr 1968 | 21 May 1968 |
| | 30 May 1968 | 27 Jun 1968 |
| | 18 Nov 1970 | 18 Dec 1970 |
| | 27 Dec 1970 | 13 Jan 1971 |
| | 02 Feb 1971 | 17 Mar 1971 |
| | 31 Mar 1971 | 18 Apr 1971 |
| | 25 Apr 1971 | 18 May 1971 |
| | 09 Dec 1972 | 03 Jan 1973 |
| RVNGC | 14 Jan 1973 | 30 Jan 1973 |
| | 01 Feb 1973 | 06 Feb 1973 |
| | 22 Dec 1966 | |
| | 04 Jan 1967 | |
| | 07 Jan 1967 | 09 Jan 1967 |
| | 12 Jan 1967 | 13 Jan 1967 |
| | 16 Jan 1967 | |
| | 20 Feb 1967 | |
| | 21 Feb 1967 | |
| | 23 Feb 1967 | |
| | 25 Feb 1967 | |
| | 01 Mar 1967 | |
| | 23 Mar 1967 | |
| | 27 Mar 1967 | |
| | 14 Apr 1967 | 15 Apr 1967 |
| | 29 Apr 1967 | |
| | 10 Jun 1967 | |
| | 22 Feb 1968 | 24 Feb 1968 |
| | 26 Feb 1968 | 03 Mar 1968 |
| | 05 Mar 1968 | 08 Mar 1968 |
| | 12 Mar 1968 | |
| | 14 Mar 1968 | |
| | 16 Mar 1968 | |
| | 29 Mar 1968 | 30 Mar 1968 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 01 Apr 1968 | 05 Apr 1968 |
| | 07 Apr 1968 | 10 Apr 1968 |
| | 12 Apr 1968 | |
| | 14 Apr 1968 | |
| | 16 Apr 1968 | 20 Apr 1968 |
| | 22 Apr 1968 | 23 Apr 1968 |
| | 02 May 1968 | |
| | 13 May 1968 | |
| | 01 Jun 1968 | 02 Jun 1968 |
| | 04 Jun 1968 | |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 15 Jun 1968 | |
| HSM | 25 May 1976 | 01 Jun 1976 |
| | 20 Mar 1981 | |
| NEM | 30 Oct 1980 | 12 Mar 1981 |
| | 27 Jun 1987 | 23 Jul 1987 |
| VA-113 Det Q | | |
| AFEM | 19 May 1965 | 20 May 1965 |
| | 25 May 1965 | 26 May 1965 |
| VNSM | 26 Jul 1965 | 17 Aug 1965 |
| | 27 Aug 1965 | 10 Sep 1965 |



A squadron F/A-18C Hornet in flight, circa 1990.

VFA-125

Lineage

Established as Fighter Attack Squadron ONE HUNDRED TWENTY FIVE (VFA-125) on 13 November 1980.

The Fighter Attack designation was changed to Strike Fighter on 25 March 1983. However, the VFA acronym remained the same. It is the first squadron to be assigned the VFA-125 designation.



The squadron's first insignia was approved in 1980 using the old design from VA-125.



A modification to the squadron's insignia was approved in 1991, adding two horizontal lines and changing the designation in the scroll.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 3 October 1980. The squadron adopted the insignia that had been used by VA-125. Colors for the torch insignia are: a black background outlined in gray; yellow scroll with black lettering and a gray outline; white torch with gray outlines; yellow flame outlined in gray followed by red, outlined in gray; gray electron rings.

CNO approved a modification to the squadron's insignia on 29 January 1991. The gray colors were changed to a light blue and a red and dark blue horizontal strip was added to the lower part of the insignia.

Nickname: Rough Raiders, 1980-present.

Chronology of Significant Events

13 Nov 1980: The squadron was established with a mission of training fighter and attack pilots to fly the F/A-18 Hornet. It was also tasked with training Navy and Marine Corps maintenance personnel. The commanding officer was a naval officer and the executive officer a Marine Corps officer.

Jun 1981: Squadron's officers, along with the F/A-18, participated in the Paris Air Show.

Aug 1982: The squadron achieved a "Ready for Training" status and VMFA-314 became the first

squadron to begin transition training in the F/A-18.

Sep 1982: The squadron's first carrier qualification detachment began operations aboard *Constellation* (CV 64).

Mar 1983: Training began for the first Navy squadron to transition to the F/A-18.



Squadron F/A-18 Hornets on the flight line at NAS Lemoore, California.

Home Port Assignments

| Location | Assignment Date |
|-------------|-----------------|
| NAS Lemoore | 13 Nov 1980 |

Commanding Officers

| | Date Assumed Command |
|---------------------------|----------------------|
| CDR James W. Partington | 13 Nov 1980 |
| CDR Jerry D. Palmer | 24 Jun 1982 |
| CDR John A. Lockard | 14 Oct 1983 |
| CDR Dennis V. McGinn | 14 Dec 1984 |
| CDR W. W. Pickavance, Jr. | 13 Mar 1986 |
| CDR John C. Leslie, Jr. | 15 Jun 1987 |
| CDR Joseph W. Parker, Jr. | 02 Sep 1988 |
| CDR Alan R. Gorthy, Jr. | 01 Dec 1989 |
| CDR David C. Kendall | 08 Mar 1991 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| F/A-18A | 19 Feb 1981 |
| TF/A-18A | 10 Mar 1981 |
| A-7E | 12 Mar 1981 |
| O-2A | Apr 1986 |
| F/A-18B | May 1986 |
| F/A-18D | Jul 1988 |
| F/A-18C | 1988 |
| T-34C | 1990 |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| COMLATWINGPAC | NJ | 13 Nov 1980 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> |
|-------------------|--|
| MUC | 13 Nov 1980 28 Mar 1983 |



A formation of squadron F/A-18 Hornets, including the two-seat versions (Courtesy Duane Kasulka Collection).

VFA-127

Lineage

Established as Attack Squadron ONE HUNDRED TWENTY SEVEN (VA-127) on 15 June 1962.

Redesignated Strike Fighter Squadron ONE HUNDRED TWENTY SEVEN (VFA-127) on 1 March 1987. The first squadron to be assigned the VA-127 and VFA-127 designations.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 4 February 1963. Colors for the bat and torch



The bat and torch design was the first insignia approved for use by the squadron.

insignia were: white and black background outlined in red; black and white bat; white torch outlined in black with a yellow and red flame, also outlined in black; white scroll outlined in black with black lettering.

A new insignia was approved by CNO on 4 June 1975. Colors for the globe and serpent design were: a light blue background outlined in dark blue; blue and green globe with black latitude and longitude lines; yellow lightning bolts outlined in black and red; black and yellow serpent with red tongue and fangs; the open book was white with yellow and black markings; black and white aircraft carrier; black plane with dark blue contrail; red and black international date line; light blue scroll outlined in dark blue with black lettering.

On 17 December 1975 CNO approved the squadron's request to return to its original bat and torch insignia.



In June 1975, CNO approved the use of the globe and serpent insignia for the squadron. However, this design was used only for the remainder of 1975 and then the squadron requested approval to revert back to its first design, the bat and torch. This request was approved by CNO in December 1975.



The next insignia approved and used by the squadron was the red star design.



In 1984, a modification was made to the red star insignia adding an upper scroll and wording that identified the mission of the squadron. When the squadron was redesignated VFA in 1987, the Attack Squadron 127 designation in the lower scroll changed to Strike Fighter Squadron 127.

A new insignia was approved by CNO on 10 August 1980. Colors for the red star insignia were: a gray background outlined in black, red and black lines; a red star outlined in white and red; gray aircraft with a black canopy; yellow compass markings; gray scroll outlined in black with black lettering.

A modification to the red star insignia was approved by CNO on 25 October 1984. This

modification added an upper scroll with Pacific Fleet Adversary in black lettering.

Nickname: Royal Blues, 1960s–1980.

Cylons, 1981–present.

Chronology of Significant Events

24 Jul 1961–15 Jun 1962: Prior to being established as VA-127, the unit operated as VA-126 Det Alfa with a mission to provide basic and refresher all-weather jet instrument and transition training for pilots on the west coast.

15 Jun 1962: The squadron's primary mission was to provide advanced all-weather jet instrument training for fleet replacement pilots and refresher training for light jet attack pilots. A secondary mission included jet transition and refresher training.

1 Jun 1970: The squadron's mission was modified when it was designated as the only A-4 Replacement Air Wing squadron in the Navy. The primary mission included fleet replacement pilot training, basic and refresher all weather jet instrument training and replacement enlisted training in both the TA-4 and A-4 model aircraft, plus the ancillary mission of providing jet transition training. The flight syllabus included weapons delivery (conventional and nuclear), airborne electronic countermeasures, field mirror landing practice, low level navigation, inflight aerial refueling, defensive tactics and carrier qualifications (day and night).

Apr 1971: The squadron expanded its training on the A-4 to include personnel from the Argentine Navy, previously only U.S. naval aviators had been trained by the squadron.

1973: The squadron continued its program of pro-

viding training on the A-4 to foreign pilots. Beginning in 1973 pilot training for the Singapore Air Defense Command was conducted by VA-127.

Jul 1975: The squadron's primary mission was changed. Fleet Replacement Pilot training and the Fleet Replacement Aviation Maintenance Program were discontinued. The squadron's new missions included basic refresher all weather jet instrument training, air combat maneuvering adversary training, foreign pilot training and jet transition/refresher training. In November 1975 CNO officially designated VA-127 with the mission of air combat maneuvering (ACM) adversary training.

1 Oct 1983: The squadron's instrument training mission was dropped and the primary mission became the Adversary Role (Dissimilar Air Combat Maneuvering).



A squadron F9F-8T (TF-9J) Cougar at NAS Lemoore, California, July 1963 (Courtesy Robert Lawson Collection).

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------|------------------------|
| NAS Lemoore | 15 Jun 1962 |
| NAS Fallon | 01 Oct 1987 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|----------------------------|-----------------------------|
| CDR Emory G. Tiffany | 15 Jun 1962 |
| CDR Simpson Evans, Jr. | 19 Oct 1962 |
| CDR William F. McCullough | 13 Sep 1963 |
| CDR J. R. Harper | 25 Sep 1964 |
| CDR W. S. Brown | 17 Sep 1965 |
| CDR J. C. Duck | 02 Sep 1966 |
| CDR Edward W. V. Webster | 05 May 1967 |
| CDR Timothy J. Perry | 12 Jul 1968 |
| CDR Loren M. Dierdorff | 13 Jun 1969 |
| CDR Lawrence A. Sharpe | 05 Jun 1970 |
| CDR George E. Sheldon, Jr. | 14 May 1971 |
| CDR Thomas W. Poore | 12 May 1972 |
| CDR Cecil Richard Tulley | 31 May 1973 |
| CDR Ronald M. Shields | Aug 1974 |
| CDR Arvin R. Chauncey | 10 Oct 1975 |
| CDR Ronald L. Waters | 21 Dec 1976 |
| CDR Gary L. Beck | 08 Mar 1978 |
| CDR John A. McAuley, Jr. | 03 Aug 1979 |
| CDR Donald L. Dill | 26 Nov 1980 |
| CDR Wiley P. DeCarli | 26 Feb 1982 |
| CDR Paul J. Valovich | 26 May 1983 |
| CDR Michael J. Sullivan | 30 Nov 1984 |
| CDR David R. Olson | 30 May 1986 |
| CDR Ridgeway W. Corbin II | 20 Nov 1987 |
| CDR Alan R. Gorthy, Jr. | 05 Dec 1988 |
| CDR Gary A. Barrett | 20 Oct 1989 |
| CDR Vance L. Toalson | 11 Jan 1991 |

Two squadron TA-4F Skyhawks in flight, 1967.



Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| F9F-8T/TF-9J* | 15 Jun 1962 |
| TA-4F | 03 Aug 1966 |
| A-4F | Mar 1970 |
| A-4E | Apr 1970 |
| TA-4J | 15 Apr 1971 |
| T-38B | Sep 1987 |

Aircraft Assignment—Continued

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| QT-38A | Sep 1987 |
| F-5E | Sep 1987 |
| F-5F | Sep 1987 |
| F/A-18A | Mar 1992 |

* The F9F-8T designation was changed to TF-9J in 1962.



Three squadron TA-4J Skyhawks fly in formation with one of the squadron's A-4F Skyhawks, 1983.



A squadron F-5E Tiger II at NAS Fallon, Nevada, July 1989 (Courtesy Robert Lawson Collection).

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|--|------------------|------------------------|
| RCVG-12/RCVW-12* | NJ† | 15 Jun 1962 |
| COMFAIRLEMOORE/ COMLATWINGPAC/ COMSTRKFIGHT- WINGPAC‡ | | 01 Jun 1970 |

* Replacement Air Groups were redesignated Combat Readiness Air Groups on 1 April 1963. They were popularly known by the short titles RAG and CRAG in the respective periods, but the designation throughout was RCVG. On 20 December 1963, when Carrier Air Group (CVG) designations were changed to Carrier Air Wings (CVW) the RCVG designation was changed to RCVW.

† RCVW-12 was disestablished on 1 June 1970. However, VA-127, and the other squadrons assigned to RCVW-12, continued to use the NJ tail code.

‡ COMFAIRLEMOORE was redesignated COMLATWINGPAC on 30 June 1973 and in 1991 redesignated COMSTRKFIGHTWINGPAC.



A squadron F/A-18A Hornet at NAS Fallon, Nevada, 1992 (Courtesy Robert Lawson Collection).

VFA-131

Lineage

Established as Strike Fighter Squadron ONE HUNDRED THIRTY ONE (VFA-131) on 3 October 1983.

The first squadron to be assigned the VFA-131 designation.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 26 January 1984. Colors for the insignia are: a blue background outlined in white and blue; white stars and aircraft; red, white and blue contrail outlined in white; white wildcat head with black markings, black nose, red eye and mouth; blue scroll with white lettering.



The squadron's Wildcat insignia.

Nickname: Wildcats, 1984-present.

Chronology of Significant Events

Mar 1986: During Freedom of Navigation exercises in the Gulf of Sidra, the squadron's aircraft flew Combat Air Patrols in support of the exercise, including the period of 24 and 25 March following a Libyan firing of an SA-5 missile on 24 March against an American aircraft operating in international waters.

14–15 Apr 1986: Squadron aircraft, along with other units of CVW-13 and A-7s from CVW-1, provided air-to-surface Shrike and Harm missile strikes against Libyan surface-to-air missile sites at Benghazi. This was the first use of the F/A-18 in combat.

15 Aug–8 Oct 1988: Squadron was embarked in *Independence* (CV 62) during the carrier's transit, via Cape Horn, from Norfolk to its new home port at San Diego.

Aug 1990: Embarked in *Eisenhower* (CVN 69), the squadron's F/A-18s flew missions in the Red Sea in support of Operation Desert Shield, the build-up of American and Allied forces to counter a threatened invasion of Saudi Arabia by Iraq and as part of an economic blockade of Iraq to force its withdrawal from Kuwait. The *Eisenhower* task force was the first U.S. force in position to deter Iraqi incursion into Saudi Arabia.

Home Port Assignments

| Location | Assignment Date |
|-----------------|-----------------|
| NAS Lemoore | 03 Oct 1983 |
| NAS Cecil Field | 15 Apr 1985* |

*This is the official transfer date, however, the squadron had aircraft and personnel onboard the air station in February 1985.

Commanding Officers

| | Date Assumed Command |
|---------------------------|----------------------|
| CDR James O. Ellis, Jr. | 03 Oct 1983 |
| CDR Charles W. Moore, Jr. | 02 Dec 1985 |
| CDR Dean L. Steele | 05 Jun 1987 |
| CDR Jerry B. Singleton | 01 Dec 1988 |
| CDR Robert C. Rubel | 20 Jun 1990 |
| CDR R. E. Hoppock | 18 Sep 1991 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| F/A-18A | May 1984 |
| F/A-18C | 05 Nov 1990 |



A squadron F/A-18C Hornet on the deck of George Washington (CVN 73), September 1993.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 02 Oct 1985 | 19 May 1986 | CVW-13 | CV 43 | F/A-18A | Med |
| 29 Sep 1987 | 28 Mar 1988 | CVW-13 | CV 43 | F/A-18A | Med |
| 08 Mar 1990 | 12 Sep 1990 | CVW-7 | CVN 69 | F/A-18A | Med/Red Sea |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| COMLATWINGPAC | | 03 Oct 1983 |
| CVW-13 | AK | 01 Mar 1984 |
| CVW-17 | AA | 05 May 1988 |
| CVW-7 | AG | 17 Oct 1988 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NEM | 20 Jan 1986 | 05 May 1986 |
| NAVE | 01 Jan 1986 | 31 Dec 1986 |
| NUC | 02 Oct 1985 | 19 May 1986 |
| | 23 Mar 1986 | 17 Apr 1986 |
| MUC | 08 Mar 1990 | 12 Sep 1990 |
| AFEM | 12 Apr 1986 | 17 Apr 1986 |
| SASM | 08 Aug 1990 | 24 Aug 1990 |



A formation of squadron F/A-18A Hornets, 1986.

VFA-132

Lineage

Established as Strike Fighter Squadron ONE HUNDRED THIRTY TWO (VFA-132) on 3 January 1984.

Disestablished on 1 June 1992. The first squadron to be assigned the VFA-132 designation.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 2 May 1985. Colors for the privateer insignia were: a



The squadron's one and only insignia.

light blue background outlined in yellow; the privateer's coat was red with yellow trim; black boots; black hat with yellow trim; white trousers; the man's face and hands were white and his mustache and eye patch were black; white rockets and green bombs, both outlined in black; yellow contrails from the rockets and bombs; white cutlass

outlined in black with a yellow handle; dark blue scrolls with yellow lettering.

Nickname: Privateers, 1984–1992.

Chronology of Significant Events

Mar 1986: During Freedom of Navigation exercises in the Gulf of Sidra, the squadron's aircraft flew Combat Air Patrols in support of the exercise, including the period of 24 and 25 March following a 24 March Libyan firing of an SA-5 missile against an American aircraft operating in international waters.

14–15 Apr 1986: Squadron aircraft, along with other

units of CVW-13 and A-7s from CVW-1, provided air-to-surface Shrike and Harm missile strikes against Libyan surface-to-air missile sites at Benghazi. This was the first use of the F/A-18 in combat.

Oct 1987–Apr 1988: The squadron deployed to MCAS Iwakuni, Japan, and was assigned to Marine Air Group 15. While deployed to Japan, the squadron operated detachments at NAS Cubi Point, Tsuiki AB, Clark AB, Yechon AB, Misawa AB and Kadena AB.

Aug–Sep 1989: *Coral Sea* (CV 43), with VFA-132 embarked, operated off the coast of Lebanon following the Israeli capture of Sheik Obeid and the reported killing of Lieutenant Colonel William R. Higgins, USMC. In early September the squadron provided air cover for the CH-53 helos used to evacuate personnel from the U.S. embassy in Beirut.

Jun–Sep 1991: CVW-6 squadrons participated in Operation Provide Comfort, flying missions over northern Iraq in support of the Kurdish relief effort.

Home Port Assignments

| Location | Assignment Date |
|-----------------|-----------------|
| NAS Lemoore | 03 Jan 1984 |
| NAS Cecil Field | Feb 1985 |

Commanding Officers

| | Date Assumed Command |
|------------------------|----------------------|
| CDR Robert E. Lakari | 10 Jan 1984 |
| CDR John B. Nathman | 22 Apr 1985 |
| CDR Scott C. Ronnie | 1986 |
| CDR John T. Morris | 01 Oct 1987 |
| CDR Robert C. Stephens | 05 May 1989 |
| CDR J. L. Fleming | 13 Sep 1990 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| F/A-18A | 21 Jun 1984 |



Two squadron F/A-18A Hornets preparing to launch from *Coral Sea* (CV 43), January 1986.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|-----------------|-----------------------------|------------------------------|
| 02 Oct 1985 | 19 May 1986 | CVW-13 | CV 43 | F/A-18A | Med |
| 05 Oct 1987 | 28 Apr 1988 | MAG-15 | MCAS Iwakuni | F/A-18A | Japan/WestPac |
| 31 May 1989 | 30 Sep 1989 | CVW-13 | CV 43 | F/A-18A | Med |
| 30 May 1991 | 22 Dec 1991 | CVW-6 | CV 59 | F/A-18A | Med |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVW-13 | AK | 01 Mar 1984 |
| MAG-15 | | Oct 1987 |
| CVW-13 | AK | May 1988 |
| CVW-6 | AE | 01 Oct 1990 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NEM | 20 Jan 1986 | 05 May 1986 |
| NUC | 02 Oct 1985 | 19 May 1986 |
| | 23 Mar 1986 | 17 Apr 1986 |
| MUC | 30 Mar 1988 | 30 Sep 1989 |
| AFEM | 12 Apr 1986 | 17 Apr 1986 |
| JMUA | Jun 1991 | Sep 1991 |

*A close-up of a squadron F/A-18A in flight.*

VFA-136

Lineage

Established as Strike Fighter Squadron ONE HUNDRED THIRTY SIX (VFA-136) on 1 July 1985.

The first squadron to be assigned the VFA-136 designation.

Squadron Insignia and Nickname



The squadron's *Knighthawks* insignia.

The squadron's insignia was approved by CNO on 23 May 1985. Colors for the Knight-hawk insignia are: a light blue background outlined in dark blue; black shield outlined in red; blue-white hawk with black markings; yellow feet and beak; red tongue; black eye; light blue scrolls outlined in dark blue with black lettering.

Nickname: Knight-hawks, 1985-present.

Chronology of Significant Events

Aug 1990: Embarked in *Eisenhower* (CVN 69), the squadron's F/A-18s flew missions in the Red Sea in support of Operation Desert Shield, the build-up of American and Allied forces to counter a threatened invasion of Saudi Arabia by Iraq and as part of an economic blockade of Iraq to force its withdrawal from Kuwait. The *Eisenhower* task force was the first U.S. force in position to deter Iraqi incursions into Saudi Arabia.

Home Port Assignments

| Location | Assignment Date |
|-----------------|-----------------|
| NAS Lemoore | 01 Jul 1985 |
| NAS Cecil Field | 28 Mar 1986 |

Commanding Officers

| Location | Date Assumed Command |
|-----------------------|----------------------|
| CDR G. A. Gurick | 01 Jul 1985 |
| CDR M. D. Malone | 24 Aug 1987 |
| CDR John B. Sandknop | 11 Mar 1989 |
| CDR Jeffrey R. Nelson | 20 Sep 1990 |
| CDR D. R. Miller | 14 Dec 1991 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| F/A-18A | 07 Jan 1986 |
| F/A-18C | 13 Nov 1990 |



A squadron F/A-18A Hornet about to be launched from *Eisenhower* (CVN 69).



A squadron F/A-18A Hornet in flight, circa 1986 or 1987.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 29 Sep 1987 | 28 Mar 1988 | CVW-13 | CV 43 | F/A-18A | Med |
| 08 Mar 1990 | 12 Sep 1990 | CVW-7 | CVN 69 | F/A-18A | Med/Red Sea |
| 26 Sep 1991 | 02 Apr 1992 | CVW-7 | CVN 69 | F/A-18C | Med/IO/NorLant |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVW-13 | AK | 10 Jun 1986 |
| CVW-7 | AG | 01 Oct 1988 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| MUC | 08 Mar 1990 | 12 Sep 1990 |
| SASM | 08 Aug 1990 | 24 Aug 1990 |



A squadron F/A-18A Hornet in flight armed with a Sidewinder missile on its wing tip, February 1989.

VFA-137

Lineage

Established as Strike Fighter Squadron ONE HUNDRED THIRTY SEVEN (VFA-137) on 1 July 1985.

The first squadron to be assigned the VFA-137 designation.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 1 April 1985. Colors for the stylized hawk design are: a black background outlined in orange; the upper part of the hawk design is white and the lower part is reddish-brown; gray beak outlined in black; yellow eye with a black pupil; grayish-blue contrails; orange stylized aircraft; black scrolls outlined in orange and the lettering is orange.



The squadron's stylized hawk design was approved by CNO in April 1985.

Nickname: Kestrels, 1985-present.

Chronology of Significant Events

Aug–Sep 1989: *Coral Sea* (CV 43), with VFA-137 embarked, operated off the coast of Lebanon following the Israeli capture of Sheik Obeid and the reported killing of Lieutenant Colonel William R. Higgins, USMC. Squadron aircraft flew air support (Combat Air Patrols) during this crisis and the evacuation personnel from the U.S. embassy in Beirut.

Home Port Assignments

| Location | Assignment Date |
|-----------------|-----------------|
| NAS Cecil Field | 01 Jul 1985 |

Commanding Officers

| | Date Assumed Command |
|------------------------|----------------------|
| CDR Raymond E. Thomas | 01 Jul 1985 |
| CDR Barry J. Dysart | 03 Sep 1987 |
| CDR Philip G. Howard | 02 Mar 1989 |
| CDR Craig B. Henderson | 04 May 1990 |

Aircraft Assignment

| Type of Aircraft | Date Type First Received |
|------------------|--------------------------|
| F/A-18A | 25 Nov 1985 |



A squadron F/A-18A Hornet about to trap on *Coral Sea* (CV 43), 1989.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 29 Sep 1987 | 28 Mar 1988 | CVW-13 | CV 43 | F/A-18A | Med |
| 31 May 1989 | 30 Sep 1989 | CVW-13 | CV 43 | F/A-18A | Med |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVW-13 | AK | 01 Jun 1986 |
| CVW-6 | AE | 01 Oct 1990 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> |
|-------------------|--|
| NAVE | 01 Jan 1987 31 Dec 1987 |
| MUC | 30 Mar 1988 30 Sep 1989 |



A squadron F/A-18A in flight, March 1991.

VFA-146

Lineage

Established as Attack Squadron ONE HUNDRED FORTY SIX (VA-146) on 1 February 1956.

Redesignated Strike Fighter Squadron ONE HUNDRED FORTY SIX (VFA-146) on 21 July 1989. This is the first squadron in the Navy to be assigned the designation VA-146 and VFA-146.

Squadron Insignia and Nickname

The first insignia for VA-146 was approved by CNO on 23 November 1956. This design consisted of two concentric circles. The



The globe and mach wave symbol was part of the squadron's first insignia.

Emanating from North America was a 300 degree arc in black. The mach wave and arc from North America symbolized the range and striking power of the squadron.

The first nickname the squadron reported to have used was Blacktails. This name was in reference to the black color assigned to the squadron's position in the air group. The nickname Blue Diamonds was adopted by the squadron sometime in the late 1950s. In 1968 the squadron elected to simplify their insignia and

bring it in concert with their nickname. Their insignia was revised and approved by CNO on 29 August 1968. The new insignia kept the old design of two concentric circles with an outer circle of dark blue and the inner circle of light blue. Superimposed on the two circles was the yellow mach wave and four dark blue diamonds. Attached to the lower part of the insignia was a scroll



The squadron's insignia was modified and approved for use by CNO in 1968. When the squadron was designated VFA, the designation in the scroll was changed from VA-146 to VFA-146.

outlined in dark blue with a light blue background and lettering in yellow.

Nickname: Blacktails, 1956-late 1950s.

Blue Diamonds, late 1950s-present.

Chronology of Significant Events

17-21 Jan 1960: VA-146 squadron aircraft participated in a coast to coast non-stop cross country flight.

8 Jun-13 Jul 1964: The Blue Diamonds participated in Yankee Team Operations. These operations involved photo reconnaissance missions over Laos. The squadron's A-4C Skyhawks were used to provide tanker and rocket-armed escort support for the photo reconnaissance sorties over Laos and South Vietnam. This type of support was also provided by the squadron during the period 15 August to 20 September 1964.

4-5 Aug 1964: Aircraft from VA-146 flew night sorties in support of Desoto Patrol operations conducted by American destroyers operating in international waters off the coast of North Vietnam. These sorties were the result of attacks conducted against *Maddox* (DD 731) by North Vietnamese motor torpedo boats on 2 August 1964. The American destroyer had been conducting Desoto Patrol operations when this incident occurred. Desoto Patrol operations involved the collection of signal intelligence.

5 Aug 1964: VA-146 aircraft participated in Operation Pierce Arrow. This operation involved retaliatory air strikes against North Vietnamese torpedo boats and their bases and supporting facilities because of the attacks against the *Maddox* (DD 731) and *Turner Joy* (DD 951) on 4 August by North Vietnamese motor torpedo boats. VA-146's A-4Cs flew 8 sorties against two installations. They experienced heavy antiaircraft ground fire but none of their aircraft were damaged. The sorties by VA-146 and the other



A squadron F9F-8 Cougar trapping aboard Hornet (CVA 12), March 1957 (Courtesy Robert Lawson Collection).

units of CVW-14 against Hon Gay and the torpedo boats operating near Hon Me Island resulted in the sinking or damaging of 8 torpedo boats.

5 Aug 1964: VA-146 was one of the first squadrons to employ the A-4C in combat.

29 Jun 1966: CDR Schaufelberger led a 28 plane strike of VA-146 and other CVW-14 aircraft against the Haiphong POL complex. This was the first American strike against this complex.

30 Sep 1967: CDR Robert F. Dunn was awarded a Silver Star for his actions on this date.

16 Jun 1969: While operating on Yankee Station aboard *Enterprise*, the carrier was ordered north to the Sea of Japan in response to an international incident involving the shoot down of a Navy EC-121 by the North Korean Air Force.

Apr 1970: The squadron flew across the country to board an east coast based carrier, *America* (CVA 66), for an extended combat deployment to Vietnam.

May 1970: CDR Stephens, along with other pilots from VA-147, flew the newest update version of the A-7 Corsair II, the A-7E, into combat for the first time.

Dec 1971: During their second line period on Yankee Station, VA-146 became the first Navy squadron to use the laser-guided bomb (LGB) during combat in Southeast Asia.

May 1972: The squadron's A-7Es conducted the first night mining missions for the Corsair II E models when they flew combat mining sorties on North Vietnamese rivers.

Feb-Apr 1973: VA-146 acted as a deterrant force during Operation Endsweep, the sweeping of mines from North Vietnamese waters.

Nov 1974: VA-146, as part of the CVW-9 team aboard *Constellation*, operated in the Persian Gulf. This was the first time in 26 years that an American carrier had entered and operated in the Persian Gulf.



A squadron FJ-4B Fury on the elevator of Ranger (CVA 61) during her cruise to the Med in 1959.

7 Mar 1979: *Constellation* and her air wing were ordered to make a high speed transit to the Indian Ocean from the Philippines in response to the conflict between North and South Yemen.

Feb-Oct 1980: VA-146 made the first western Pacific deployment with the new Forward Looking Infrared Radar System (FLIR) installed on the A-7E Corsair II.

1983: The Blue Diamonds were tasked with fleet introduction of the HARM system. This new missile succeeds Shrike and ARM as the primary antiradiation, defense-suppression air-to-surface missile.

Sep 1988: *Nimitz* (CVN 68), with VA-146 embarked, operated in the Sea of Japan in support of the Summer Olympic Games in Seoul, Republic of Korea.

Home Port Assignments

| Location | Assignment Date |
|-------------|-----------------|
| NAS Miramar | 01 Feb 1956 |
| NAS Lemoore | 15 May 1962 |

Commanding Officers

| | Date Assumed Command |
|--------------------------|----------------------|
| CDR E. V. Davidson | 01 Feb 1956 |
| CDR J. R. Kincaid | 30 Aug 1957 |
| LCDR W. W. Alldredge | 29 Aug 1958 |
| CDR G. S. Hodgson | 12 Aug 1959 |
| LCDR J. R. Faulk | 28 Dec 1960 |
| CDR R. G. Hanecak | 12 Oct 1961 |
| CDR J. D. Ingram | 09 Mar 1963 |
| CDR E. V. Crangle | 28 Oct 1963 |
| CDR W. H. Harris | 20 Nov 1964 |
| CDR H. B. Loheed | 03 Dec 1965 |
| CDR A. A. Schaufelberger | 01 Feb 1966 |
| CDR R. F. Dunn | 25 Jan 1967 |
| CDR P. E. Johnson | 14 Nov 1967 |
| CDR Ford J. E. Schultz | 13 Feb 1968 |
| CDR Jesse R. Emerson III | 18 Feb 1969 |
| CDR Wayne L. Stephens | 19 Dec 1969 |
| CDR Manual B. Sousa | 29 Jan 1971 |
| CDR John A. Miller | 07 Dec 1971 |
| CDR O. F. Baldwin | 15 Dec 1972 |
| CDR D. K. Tyler | 28 Mar 1974 |
| CDR L. A. Sanders | 11 Jun 1975 |
| CDR R. I. Howson | 16 Sep 1976 |
| CDR L. H. Price | 14 Dec 1977 |
| CDR J. A. Lair | 04 Nov 1978 |
| CDR L. J. Vernon | 26 Feb 1980 |
| CDR W. S. Orr | 22 Apr 1981 |
| CDR M. G. Shaw | 09 Jul 1982 |
| CDR P. C. Campbell | 01 Dec 1983 |
| CDR G. N. Crim, Jr. | 14 Jun 1985 |
| CDR R. E. Arnott | 30 Sep 1986 |
| CDR David C. Kendall | 11 Mar 1988 |
| CDR Phillip H. Mills | 21 Jul 1989 |
| CDR Steven E. Davis | 02 Nov 1990 |



A formation of squadron FJ-4B Furys, 1961.

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| F9F-8 | Feb 1956 |
| F9F-6 | Feb 1956 |
| F9F-5 | Feb 1956 |
| FJ-4B | 04 Sep 1957 |
| A4D-2N/A-4C* | 06 Jun 1962 |

Aircraft Assignment—Continued

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| A-7B | 04 Jun 1968 |
| A-7E | 20 Sep 1969 |
| F/A-18C | 18 Nov 1989 |

* The A4D-2N designation was changed to A-4C in 1962.



A squadron A-4C Skyhawk and a VA-144 Skyhawk on Constellation's (CVA 64) elevator during her combat deployment to Vietnam in 1964–1965.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 21 Jan 1957 | 25 Jul 1957 | CVG-14 | CVA 12 | F9F-8/8B | WestPac |
| 27 May 1958 | 20 Aug 1958 | CVG-14 | CVA 61 | FJ-4B | SoLant |
| 03 Jan 1959 | 27 Jul 1959 | CVG-14 | CVA 61 | FJ-4B | WestPac |
| 14 May 1960 | 15 Dec 1960 | CVG-14 | CVA 34 | FJ-4B | WestPac |
| 09 Nov 1961 | 12 May 1962 | CVG-14 | CVA 16 | FJ-4B | WestPac |
| 21 Feb 1963 | 10 Sep 1963 | CVG-14 | CVA 64 | A-4C | WestPac |
| 05 May 1964 | 01 Feb 1965 | CVW-14 | CVA 64 | A-4C | WestPac/Vietnam |
| 10 Dec 1965 | 25 Aug 1966 | CVW-14 | CVA 61 | A-4C | WestPac/Vietnam |
| 29 Apr 1967 | 04 Dec 1967 | CVW-14 | CVA 64 | A-4C | WestPac/Vietnam |
| 06 Jan 1969 | 02 Jul 1969 | CVW-9 | CVAN 65 | A-7B | WestPac/Vietnam |
| 10 Apr 1970 | 21 Dec 1970 | CVW-9 | CVA 66 | A-7E | WestPac/Vietnam |
| 01 Oct 1971 | 30 Jun 1972 | CVW-9 | CVA 64 | A-7E | WestPac/Vietnam |
| 05 Jan 1973 | 11 Oct 1973 | CVW-9 | CVA 64 | A-7E | WestPac/Vietnam |
| 21 Jun 1974 | 22 Dec 1974 | CVW-9 | CVA 64 | A-7E | WestPac/IO |
| 12 Apr 1977 | 21 Nov 1977 | CVW-9 | CV 64 | A-7E | WestPac |
| 26 Sep 1978 | 17 May 1979 | CVW-9 | CV 64 | A-7E | WestPac/IO |
| 26 Feb 1980 | 15 Oct 1980 | CVW-9 | CV 64 | A-7E | WestPac/IO |
| 20 Oct 1981 | 23 May 1982 | CVW-9 | CV 64 | A-7E | WestPac/IO |
| 13 Jan 1984 | 01 Aug 1984 | CVW-2 | CV 63 | A-7E | WestPac/IO |
| 24 Jul 1985 | 21 Dec 1985 | CVW-9 | CV 63 | A-7E | WestPac/IO |
| 03 Jan 1987 | 29 Jun 1987 | CVW-9 | CV 63 | A-7E | World Cruise |
| 02 Sep 1988 | 27 Feb 1989 | CVW-9 | CVN 68 | A-7E | WestPac/IO |
| 15 Jun 1989 | 09 Jul 1989 | CVW-9 | CVN 68 | A-7E | NorPac |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-14/CVW-14† | A/NK* | 01 Feb 1956 |
| CVW-9 | NG | Aug 1968 |
| CVW-2 | NE | 12 Nov 1982 |
| CVW-9 | NG | 15 Sep 1984 |

* The tail code was changed from A to NK in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

† CVG-14 was redesignated CVW-14 when Carrier Air Group (CVG) designations were redesignated Carrier Air Wings (CVW) on 20 December 1963.



A squadron A-7E Corsair II in flight alongside an A-6 Intruder, 1984.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| AFEM | 09 Oct 1960 | 12 Oct 1960 |
| | 20 Dec 1961 | 21 Dec 1961 |
| | 28 Feb 1962 | 06 Mar 1962 |
| | 06 Jun 1964 | 13 Jul 1964 |
| | 04 Aug 1964 | 21 Sep 1964 |
| | 29 Oct 1964 | 23 Nov 1964 |
| | 20 Apr 1969 | 11 May 1969 |
| | 24 Sep 1970 | 26 Sep 1970 |
| | 02 Nov 1988 | 05 Dec 1988 |
| MUC | 26 May 1970 | 08 Nov 1970 |
| | 12 Mar 1979 | 19 Apr 1979 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NEM | 17 May 1979 | 31 May 1980 |
| | 21 Jan 1987 | 17 May 1987 |
| | 12 Mar 1979 | 19 Apr 1979 |
| | 26 Apr 1980 | 04 Aug 1980 |
| NUC | 12 Aug 1980 | 19 Aug 1980 |
| | 02 Aug 1964 | 05 Aug 1964 |
| | 10 Jan 1966 | 06 Aug 1966 |
| | 18 May 1967 | 26 Nov 1967 |
| PUC | 22 Oct 1971 | 13 Jun 1972 |
| RVNGC | 24 Jan 1966 | |
| | 26 Jan 1966 | 27 Jan 1966 |
| | 30 Jan 1966 | |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> |
|-------------------|--|
| | 04 Feb 1966 |
| | 06 Feb 1966 |
| | 24 Feb 1966 |
| | 26 Feb 1966 28 Feb 1966 |
| | 04 Mar 1966 |
| | 06 Mar 1966 12 Mar 1966 |
| | 20 Mar 1966 |
| | 27 Apr 1966 28 Apr 1966 |
| | 01 May 1967 01 Nov 1967 |
| | 31 Mar 1969 03 Apr 1969 |
| | 05 Apr 1969 |
| | 31 May 1969 16 Jun 1969 |
| | 30 Mar 1972 01 Jun 1972 |
| VNSM | 15 Jan 1966 12 Feb 1966 |
| | 23 Feb 1966 22 Mar 1966 |
| | 12 Apr 1966 09 May 1966 |
| | 30 May 1966 30 Jun 1966 |
| | 13 Jul 1966 06 Aug 1966 |
| | 08 Jun 1967 11 Jun 1967 |
| | 18 Jun 1967 25 Jul 1967 |
| | 01 Aug 1967 03 Sep 1967 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> |
|-------------------|--|
| | 25 Sep 1967 15 Oct 1967 |
| | 24 Oct 1967 12 Nov 1967 |
| | 30 Mar 1969 18 Apr 1969 |
| | 22 May 1969 24 May 1969 |
| | 29 May 1969 17 Jun 1969 |
| | 17 May 1970 |
| | 19 May 1970 |
| | 24 May 1970 16 Jun 1970 |
| | 28 Jun 1970 13 Jul 1970 |
| | 20 Jul 1970 04 Aug 1970 |
| | 24 Aug 1970 18 Sep 1970 |
| | 13 Oct 1970 08 Nov 1970 |
| | 02 Nov 1971 22 Nov 1971 |
| | 29 Nov 1971 31 Dec 1971 |
| | 09 Jan 1972 03 Feb 1972 |
| | 09 Feb 1972 02 Mar 1972 |
| | 13 Mar 1972 23 Mar 1972 |
| | 07 Apr 1972 18 May 1972 |
| | 24 May 1972 25 May 1972 |
| | 31 May 1972 13 Jun 1972 |
| | 25 Feb 1973 14 Mar 1973 |
| | 19 Mar 1973 28 Mar 1973 |



A squadron F/A-18C Hornet on the flight line at NAS Lemoore, California, December 1989.

VFA-147

Lineage

Established as Attack Squadron ONE HUNDRED FORTY SEVEN (VA-147) on 1 February 1967.

Redesignated Strike Fighter Squadron ONE HUNDRED FORTY SEVEN (VFA-147) on 20 July 1989. The first squadron to be assigned the VA-147 and VFA-147 designations.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 30 June 1967. Colors for Argonaut insignia are: a yellow background outlined in black with an



The squadron's Argonaut insignia was approved by CNO on 30 June 1967.



When the squadron was redesignated VFA, the only change to its insignia was the designation in the scroll and the addition of a twin tail on the mythical beast.

low background outlined in black with an inner circle of yellow and white; gray mythical flying animal with black markings and outlined in black with a red and white eye; white Argonaut with a gray breast plate and helmet, a red skirt and helmet plumage, gray sword and the entire figure has black markings. At a later date, a lower scroll was added to the insignia. The scroll was red outlined in black with black lettering.

A modification to the insignia was approved by CNO on 22 December 1989. The color of the Argonaut's skirt, helmet plumage and scroll were changed to orange and the mythical flying animal was given a twin tail.

Nickname: Argonauts, 1967-present.

Chronology of Significant Events

Dec 1967: The squadron flew its first combat missions, striking targets in North Vietnam. This was the first introduction of the A-7 Corsair II in combat.

Jan 1968: The squadron flew support missions for the defenders during the siege at Khe Sanh, South Vietnam.

Jan 1968: *Ranger* (CVA 61), with VA-147 embarked, was operating on Yankee Station when it was ordered to the Sea of Japan following the capture of *Pueblo* (AGER 2) by the North Koreans on 23 January 1968. *Ranger* and VA-147 operated in the area until relieved on 5 March.

Apr 1969: Following the shoot down of a Navy EC-121 aircraft by the North Koreans on 15 April, *Ranger*, with VA-147 embarked, left Yankee Station and proceeded to the Sea of Japan for operations off the coast of Korea.

Apr 1972: The squadron participated in Operation Freedom Train, tactical air sorties against military and logistic targets in the southern part of North Vietnam. It also provided support for forces in South Vietnam following a massive invasion by North Vietnam on 1 April 1972.

May 1972: The squadron participated in the early phase of Operation Linebacker I, heavy air strikes against targets in North Vietnam above 20 degrees north latitude.

29 Jan 1973: The squadron's commanding officer, Commander T. R. Wilkinson, failed to return from a routine sortie off the coast of the Philippines.

Mar-Jun 1973: VA-147 provided aerial support during Operation End Sweep, the removal of mines in North Vietnamese waters.

Nov 1974: VA-147, part of the CVW-9 team embarked on *Constellation* (CVA 64), operated in the Persian Gulf. This was the first time in 26 years that an American carrier had entered and operated in the Persian Gulf.

Mar 1979: *Constellation*, with elements of VA-147 embarked, was ordered to make a high speed transit to the Indian Ocean from the Philippines in response to the conflict between North and South Yemen.

Sep 1988: *Nimitz* (CVN 68), with VA-147 embarked, operated in the Sea of Japan in support of the Summer Olympic Games in Seoul, Republic of Korea.



A formation of squadron A-7E Corsair IIs, circa 1975.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------|------------------------|
| NAS Lemoore | 01 Feb 1967 |

Commanding Officers

| | <i>Date Assumed Command</i> |
|------------------------|-----------------------------|
| CDR James C. Hill | 01 Feb 1967 |
| CDR W. Scott Gray III | 21 Jun 1968 |
| CDR Donald J. Duhrkopf | 27 Mar 1969 |
| CDR R. N. Livingston | 13 Mar 1970 |
| CDR W. T. Majors | 29 Jan 1971 |
| CDR T. R. Wilkinson | 04 Feb 1972 |
| CDR W. C. Smith | 29 Jan 1973 |
| CDR D. D. Smith | 08 Mar 1974 |
| CDR Bobby C. Lee | 23 May 1975 |
| CDR Paul B. Austin | 30 Aug 1976 |
| CDR Gary L. Harter | 15 Dec 1977 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|--------------------------|-----------------------------|
| CDR Philip S. Gubbins | 03 Nov 1978 |
| CDR David J. L'Herauld | 29 Jan 1980 |
| CDR Frank C. Bledsoe | 18 May 1981 |
| CDR Eric Vanderpoel II | 05 Aug 1982 |
| CDR Christopher G. Gates | 06 Jan 1984 |
| CDR James H. Oliver | 21 Jun 1985 |
| CDR J. R. Hutchison | 01 Jul 1986 |
| CDR Terry R. Nolan | 04 Sep 1987 |
| CDR Jeffrey A. Lehman | 24 Mar 1989 |
| CDR Craig F. Weideman | 14 Sep 1990 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| A-7A | 28 Jun 1967 |
| A-7E | 17 Sep 1969 |
| F/A-18C | 05 Dec 1989 |



Two squadron F/A-18C Hornets firing air-to-ground rockets, 1990.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 04 Nov 1967 | 25 May 1968 | CVW-2 | CVA 61 | A-7A | WestPac/Vietnam |
| 26 Oct 1968 | 17 May 1969 | CVW-2 | CVA 61 | A-7A | WestPac/Vietnam |
| 10 Apr 1970 | 21 Dec 1970 | CVW-9 | CVA 66 | A-7E | WestPac/Vietnam |
| 01 Oct 1971 | 30 Jun 1972 | CVW-9 | CVA 64 | A-7E | WestPac/Vietnam |
| 05 Jan 1973 | 11 Oct 1973 | CVW-9 | CVA 64 | A-7E | WestPac/Vietnam |
| 21 Jun 1974 | 22 Dec 1974 | CVW-9 | CVA 64 | A-7E | WestPac/IO |
| 12 Apr 1977 | 21 Nov 1977 | CVW-9 | CV 64 | A-7E | WestPac |
| 26 Sep 1978 | 17 May 1979 | CVW-9 | CV 64 | A-7E | WestPac/IO |
| 26 Feb 1980 | 15 Oct 1980 | CVW-9 | CV 64* | A-7E | WestPac |
| 20 Oct 1981 | 23 May 1982 | CVW-9 | CV 64* | A-7E | WestPac |
| 13 Jan 1984 | 01 Aug 1984 | CVW-2 | CV 63 | A-7E | WestPac/IO |
| 24 Jul 1985 | 21 Dec 1985 | CVW-9 | CV 63 | A-7E | WestPac/IO |
| 03 Jan 1987 | 29 Jun 1987 | CVW-9 | CV 63 | A-7E | World Cruise |
| 02 Sep 1988 | 27 Feb 1989 | CVW-9 | CVN 68 | A-7E | WestPac/IO |
| 15 Jun 1989 | 09 Jul 1989 | CVW-9 | CVN 68 | A-7E | NorPac |

* The squadron remained ashore at NAS Cubi Point as CVW-9's Beach Detachment during most of *Constellation's* deployment to WestPac. This shore based period for VA-147 was part of the Swing Wing Concept.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| VA-122* | | 01 Feb 1967 |
| CVW-2 | NE | 28 Jun 1967 |
| CVW-9 | NG | 02 Jul 1969 |
| CVW-2 | NE | 12 Nov 1982 |
| CVW-9 | NG | 15 Sep 1984 |

* The squadron was under the operational control of VA-122 during its period of training in the new A-7 Corsair II.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| MUC | 03 Dec 1967 | 09 May 1968 |
| | 26 May 1970 | 08 Nov 1970 |
| | 12 Mar 1979 | 19 Apr 1979 |
| | 21 Jan 1987 | 17 May 1987 |
| NUC | 29 Nov 1968 | 10 May 1969 |
| PUC | 22 Oct 1971 | 13 Jun 1972 |
| NAVE | 01 Jan 1976 | 30 Jun 1977 |
| AFEM | 23 Jan 1968 | 22 Mar 1968 |



A formation of squadron F/A-18C Hornets fly over Kuwait City during Operation Southern Watch, 1993.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 20 Mar 1969 | 22 Mar 1969 |
| | 20 Apr 1969 | 27 Apr 1969 |
| | 24 Sep 1970 | 26 Sep 1970 |
| | 02 Nov 1988 | 05 Dec 1988 |
| NEM | 12 Mar 1979 | 19 Apr 1979 |
| | 26 Apr 1980 | 04 Aug 1980 |
| | 12 Aug 1980 | 19 Aug 1980 |
| RVNGC | 02 Dec 1967 | |
| | 09 Jan 1968 | |
| | 15 Jan 1968 | 16 Jan 1968 |
| | 20 Jan 1968 | 24 Jan 1968 |
| | 26 Jan 1968 | |
| | 19 Mar 1968 | 25 Mar 1968 |
| | 29 Mar 1968 | 06 Apr 1968 |
| | 08 Apr 1968 | 10 Apr 1968 |
| | 21 Apr 1968 | |
| | 23 Apr 1968 | 24 Apr 1968 |
| | 29 Apr 1968 | 02 May 1968 |
| | 07 Jan 1969 | 30 Jan 1969 |
| | 15 Feb 1969 | 16 Mar 1969 |
| | 04 Apr 1969 | 14 Apr 1969 |
| | 30 Mar 1972 | 01 Jun 1972 |
| VNSM | 03 Dec 1967 | 29 Dec 1967 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 06 Jan 1968 | 28 Jan 1968 |
| | 18 Mar 1968 | 12 Apr 1968 |
| | 21 Apr 1968 | 09 May 1968 |
| | 07 Jan 1969 | 30 Jan 1969 |
| | 15 Feb 1969 | 16 Mar 1969 |
| | 04 Apr 1969 | 17 Apr 1969 |
| | 17 May 1970 | |
| | 19 May 1970 | |
| | 24 May 1970 | 16 Jun 1970 |
| | 28 Jun 1970 | 13 Jul 1970 |
| | 20 Jul 1970 | 04 Aug 1970 |
| | 24 Aug 1970 | 18 Sep 1970 |
| | 13 Oct 1970 | 09 Nov 1970 |
| | 02 Nov 1971 | 22 Nov 1971 |
| | 29 Nov 1971 | 31 Dec 1971 |
| | 09 Jan 1972 | 03 Feb 1972 |
| | 09 Feb 1972 | 02 Mar 1972 |
| | 13 Mar 1972 | 23 Mar 1972 |
| | 07 Apr 1972 | 18 May 1972 |
| | 24 May 1972 | 25 May 1972 |
| | 31 May 1972 | 13 Jun 1972 |
| | 25 Feb 1973 | 14 Mar 1973 |
| | 19 Mar 1973 | 28 Mar 1973 |



A squadron F/A-18C Hornet being refueled by an Air Force KC-135H Stratotanker with a couple of F-14 Tomcats in the background, 1993.

VFA-151

Lineage

Established as Fighter Squadron TWENTY THREE (VF-23) on 6 August 1948.

Redesignated Fighter Squadron ONE HUNDRED FIFTY ONE (VF-151) on 23 February 1959.

Redesignated Strike Fighter Squadron ONE HUNDRED FIFTY ONE (VFA-151) on 1 June 1986. The first squadron to be assigned the VFA-151 designation.



The squadron's first insignia was the knight and shield design.



The squadron's second insignia, the skull and electron rings design, was approved by CNO in May 1955.



The squadron continued to use the skull and electron rings design following its redesignation to VFA.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 9 August 1949. Colors for the knight and shield insignia were: large white shield outlined in black; blue helmet outlined in black with red gems; fuchsia cloak; purple outer garment with a green band around the waist and over the shoulder, silver chain mail; brown boots and straps; blue small shield outlined in black, inside the shield was an outer circle of white and a center of green; red lightning bolt; gold sword outlined in black with red gems.

A new insignia was approved by CNO on 26 May 1955. Colors for the skull insignia are: a black background outlined in yellow; white skull with black teeth and markings; red and black eyes; blue electron rings; gray sword with a red flame at the tip; white scroll with black lettering. The squadron continued to use this insignia following its redesignation to VF-151 and VFA-151.

Nickname: The Flashers, 1949–1959.

Vigilantes, 1959–present.

Chronology of Significant Events

15 Sep 1950: The squadron flew combat missions in support of the amphibious landings at Inchon, Korea.

Aug 1952: Squadron aircraft participated in joint operations with the U.S. Air Force, striking targets in Pyongyang and the surrounding area.

Mar 1954: The squadron was deployed to the western Pacific aboard *Essex* (CVA 9) when the carrier was ordered to operate off the coast of Vietnam during the Viet Minh's assault against the French at Dien Bien Phu.



A squadron F2H-3 Banshee prepares to launch from Essex (CVA 9), 1954 (Courtesy Robert Lawson Collection).

Aug–Sep 1958: The squadron flew sorties in the Taiwan Straits after the Chinese Communists bombarded Quemoy Island.

Jan 1961: *Coral Sea* (CVA 43), with VF-151 embarked, operated in the South China Sea after Pathet Lao forces captured strategic positions in Laos.

Mar 1965: The squadron participated in Rolling Thunder operations, the systematic bombing of military targets in North Vietnam.

24 Oct 1967: The squadron's commanding officer, Commander C. R. Gillespie and his RIO Lieutenant (jg) R. C. Clark, were shot down by a surface-to-air missile while on a mission over North Vietnam. Commander Gillespie became a POW and was released on 14 March 1973, his RIO died in captivity.

Mar 1968: *Coral Sea*, with VF-151 embarked, operated on station off the coast of Korea following the capture of *Pueblo* (AGER 2) in January by North Korea.

May–Oct 1972: The squadron participated in Linebacker I operations, heavy air strikes against targets in North Vietnam to interdict the flow of supplies and to reduce North Vietnam's ability to continue the war effort in South Vietnam.

Apr–May 1975: Squadron aircraft participated in

Operation Frequent Wind, the evacuation of American personnel from Saigon, South Vietnam, as the country fell to the communists.

Aug-Sep 1976: Embarked in *Midway* (CV 41), the squadron conducted flight operations near the Korean Peninsula following the murder of U.S. military personnel in the Korean DMZ by North Koreans.

Apr-May 1979: *Midway*, with VF-151 embarked, deployed to the Gulf of Aden to relieve *Constellation* (CV 64) and maintain a U.S. carrier presence following the outbreak of fighting between North and South Yemen and the fall of the Shah of Iran.

Nov 1979-Feb 1980: Following the Iranian seizure of the American Embassy in Teheran and the taking of American hostages on 4 November, *Midway*, with VF-151 embarked, proceeded to the Gulf of Oman and remained on station until relieved in early February 1980.

May-Jun 1980: *Midway*, with VF-151 embarked, operated off the coast of Korea due to the civil unrest in South Korea and the massacre of several hundred people in the town of Kwangju.

Dec 1981: Following tensions in Korea, the squadron operated from *Midway* off the coast of Korea until the tensions subsided.

Apr-Nov 1986: VF-151 temporarily relocated to NAS Lemoore for transition training in the F/A-18 Hornet. The squadron's new Hornets were flown to Japan between 18-21 November. VF-151 was one of only two F-4 fighter squadrons to transition to the F/A-18 and be redesignated a strike fighter squadron.

Sep 1988: During the Summer Olympics in Seoul, South Korea, the squadron was embarked on *Midway* and operating in the Sea of Japan to demonstrate U.S. support for a peaceful olympics.

Dec 1989: *Midway*, with VFA-151 embarked, maintained station off the coast of the Philippines during an attempted coup in that country.

Nov 1990-Jan 1991: The squadron flew missions in support of Operation Desert Shield, the build up of American and Allied forces to counter a threatened invasion of Saudi Arabia by Iraq and as part of an economic blockade of Iraq to force its withdrawal from Kuwait.



A squadron F4U-5 Corsair on the deck of Wright (CVL 49), November 1948 (Courtesy Robert Lawson Collection).

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------------------------|------------------------|
| NAAS Oceana | 06 Aug 1948 |
| NAS Alameda | Aug 1950 |
| NAS Moffett Field | 11 Nov 1950 |
| NAS Miramar | 10 Jul 1961 |
| NS Yokosuka (NAF Atsugi & Misawa) | 05 Oct 1973* |

* VF-151, along with CVW-5 and *Midway* (CVA 41), were part of a program to permanently assign a carrier and air wing to an overseas home port. *Midway's* new home port was Naval Station Yokosuka, Japan. The squadron would normally operate out of NAF Atsugi or Misawa when the carrier was in port NS Yokosuka. The assignment was effective 30 June 1973. However, the squadron did not arrive until 5 October 1973.



A squadron F-4B Phantom II is refueled by an A-6 Intruder while another squadron aircraft flies escort, June 1966.

Commanding Officers

| | <i>Date Assumed Command</i> |
|-------------------------------|-----------------------------|
| LCDR Thomas J. Gallagher, Jr. | 06 Aug 1948 |
| LCDR C. E. Russell | Jul 1950 |
| CDR R. C. Mueller | 14 Mar 1951 |
| LCDR Charles C. Aikins | 01 Feb 1952 |
| LCDR William J. Moran | Feb 1953 |
| CDR William H. Neal III | Jul 1954 |
| CDR Charles A. Knight | Aug 1956 |
| CDR R. K. Awtrey | 07 Oct 1958 |
| CDR J. H. Stewart | 21 Nov 1958 |
| CDR M. S. Alexatos | 05 Feb 1960 |
| CDR Randell H. Prothro | 23 Jun 1961 |
| CDR Charles L. Brooks | 21 Jul 1962 |
| CDR E. P. Hermann | 09 Jul 1963 |
| CDR Joseph M. Schneiders | 07 Jul 1964 |
| CDR J. D. Ward | Jun 1965 |
| CDR John J. Chambers | 09 Apr 1966 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|-------------------------------|-----------------------------|
| CDR Charles R. Gillispie, Jr. | Mar 1967 |
| CDR Bobbie D. Williard | 24 Oct 1967 |
| CDR Russell E. Davis | 04 Nov 1968 |
| CDR Fred B. Winton, Jr. | 28 Nov 1969 |
| CDR Glenn F. Keene | 19 Nov 1970 |
| CDR Charles G. Kother | 17 Dec 1971 |
| CDR John S. Disher | 01 Dec 1972 |
| CDR Denis T. Schwaad | 30 Aug 1973 |
| CDR Eugene D. Conner | 06 Dec 1974 |
| CDR James D. Curry | 30 Apr 1976 |
| CDR Jay H. Hall | 01 Jul 1977 |
| CDR Hugh D. Wisely | 18 Oct 1978 |
| CDR Gary M. Hughes | 25 Sep 1979 |
| CDR Richard S. Farrell | 30 Dec 1980 |
| CDR Charles C. Buchanan, Jr. | 16 Apr 1982 |
| CDR Charles L. Robinson | 12 Oct 1983 |
| CDR Russell M. Taylor II | 30 Apr 1985 |
| CDR Terrill S. Heath | 09 May 1986 |
| CDR Thomas A. Perkins III | 22 Apr 1988 |
| CDR James R. Goddard, Jr. | 09 Sep 1989 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| F4U-5 | 06 Aug 1948 |
| F6F-5P | 06 Aug 1948 |
| F4U-4 | Apr 1949 |
| F9F-2 | 04 Jan 1951 |
| F2H-3 | Mar 1953 |
| F4D-1 | Dec 1956 |
| F3H-2 | 13 Jan 1959 |
| F-4B | 14 Jan 1964 |
| F-4N | Mar 1973 |
| F-4J | Aug 1977 |
| F-4S | 08 Dec 1980 |
| F/A-18A | 15 Jul 1986 |



A formation of squadron F9F-2 Panthers in flight during their combat deployment to Korea aboard Princeton (CV 37) between May to August 1951.



A squadron F-4S Phantom II, in a low-visibility paint scheme, dives dropping bombs, circa 1986.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 03 May 1949 | 26 Sep 1949 | CVG-2 | CVB 43 | F4U-4 | Med |
| 24 Aug 1950 | 11 Nov 1950 | CVG-2 | CV 21 | F4U-4 | WestPac/Korea |
| 12 May 1951 | 29 Aug 1951 | CVG-19* | CV 37* | F9F-2 | WestPac/Korea |
| 16 Jun 1952 | 06 Feb 1953 | ATG-2 | CVA 9 | F9F-2 | WestPac/Korea |
| 01 Dec 1953 | 12 Jul 1954 | ATG-2 | CVA 9 | F2H-3 | WestPac |
| 19 Mar 1956 | 13 Sep 1956 | ATG-4 | CVA 10 | F2H-3 | WestPac |
| 15 Feb 1958 | 02 Oct 1958 | CVG-15 | CVA 19 | F4D-1 | WestPac |
| 01 Aug 1959 | 18 Jan 1960 | CVG-15 | CVA 19 | F3H-2 | WestPac |
| 19 Sep 1960 | 27 May 1961 | CVG-15 | CVA 43 | F3H-2 | WestPac |
| 12 Dec 1961 | 17 Jul 1962 | CVG-15 | CVA 43 | F3H-2 | WestPac |
| 03 Apr 1963 | 25 Nov 1963 | CVG-15 | CVA 43 | F3H-2 | WestPac |
| 07 Dec 1964 | 01 Nov 1965 | CVW-15 | CVA 43 | F-4B | WestPac/Vietnam |
| 12 May 1966 | 03 Dec 1966 | CVW-15 | CVA 64 | F-4B | WestPac/Vietnam |
| 26 Jul 1967 | 06 Apr 1968 | CVW-15 | CVA 43 | F-4B | WestPac/Vietnam |
| 07 Sep 1968 | 18 Apr 1969 | CVW-15 | CVA 43 | F-4B | WestPac/Vietnam |
| 23 Sep 1969 | 01 Jul 1970 | CVW-15 | CVA 43 | F-4B | WestPac/Vietnam |
| 16 Apr 1971 | 06 Nov 1971 | CVW-5 | CVA 41 | F-4B | WestPac/Vietnam |

Major Overseas Deployments—Continued

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 10 Apr 1972 | 03 Mar 1973 | CVW-5 | CVA 41 | F-4B | WestPac/Vietnam |
| 11 Sep 1973 | 05 Oct 1973 | CVW-5 | CVA 41 | F-4N | WestPac† |
| 16 Nov 1973 | 22 Dec 1973 | CVW-5 | CVA 41 | F-4N | WestPac |
| 29 Jan 1974 | 06 Mar 1974 | CVW-5 | CVA 41 | F-4N | WestPac |
| 18 Oct 1974 | 20 Dec 1974 | CVW-5 | CVA 41 | F-4N | WestPac |
| 13 Jan 1975 | 18 Feb 1975 | CVW-5 | CVA 41 | F-4N | WestPac |
| 31 Mar 1975 | 29 May 1975 | CVW-5 | CVA 41 | F-4N | WestPac |
| 04 Oct 1975 | 19 Dec 1975 | CVW-5 | CV 41 | F-4N | WestPac/IO |
| 13 Mar 1976 | 26 Apr 1976 | CVW-5 | CV 41 | F-4N | WestPac |
| 19 May 1976 | 22 Jun 1976 | CVW-5 | CV 41 | F-4N | WestPac |
| 09 Jul 1976 | 04 Aug 1976 | CVW-5 | CV 41 | F-4N | WestPac |
| 01 Nov 1976 | 17 Dec 1976 | CVW-5 | CV 41 | F-4N | WestPac |
| 11 Jan 1977 | 01 Mar 1977 | CVW-5 | CV 41 | F-4N | WestPac |
| 19 Apr 1977 | 05 May 1977 | CVW-5 | CV 41 | F-4N | WestPac |
| 08 Aug 1977 | 02 Sep 1977 | CVW-5 | CV 41 | F-4N/J | WestPac |
| 27 Sep 1977 | 21 Dec 1977 | CVW-5 | CV 41 | F-4J | WestPac/IO |
| 11 Apr 1978 | 23 May 1978 | CVW-5 | CV 41 | F-4J | WestPac |
| 09 Nov 1978 | 23 Dec 1978 | CVW-5 | CV 41 | F-4J | WestPac |
| 11 Jan 1979 | 20 Feb 1979 | CVW-5 | CV 41 | F-4J | WestPac |
| 07 Apr 1979 | 18 Jun 1979 | CVW-5 | CV 41 | F-4J | WestPac/IO |
| 20 Aug 1979 | 14 Sep 1979 | CVW-5 | CV 41 | F-4J | WestPac |
| 30 Sep 1979 | 20 Feb 1980 | CVW-5 | CV 41 | F-4J | WestPac/IO |
| 14 Jul 1980 | 26 Nov 1980 | CVW-5 | CV 41 | F-4J | WestPac/IO |
| 23 Feb 1981 | 05 Jun 1981 | CVW-5 | CV 41 | F-4S | WestPac/IO |
| 26 Jun 1981 | 16 Jul 1981 | CVW-5 | CV 41 | F-4S | WestPac |
| 03 Sep 1981 | 06 Oct 1981 | CVW-5 | CV 41 | F-4S | WestPac |
| 26 Apr 1982 | 18 Jun 1982 | CVW-5 | CV 41 | F-4S | WestPac |
| 14 Sep 1982 | 11 Dec 1982 | CVW-5 | CV 41 | F-4S | NorPac/WestPac/IO |
| 02 Jun 1983 | 13 Aug 1983 | CVW-5 | CV 41 | F-4S | WestPac |
| 25 Oct 1983 | 11 Dec 1983 | CVW-5 | CV 41 | F-4S | WestPac |
| 28 Dec 1983 | 23 May 1984 | CVW-5 | CV 41 | F-4S | WestPac/IO |
| 15 Oct 1984 | 12 Dec 1984 | CVW-5 | CV 41 | F-4S | WestPac |
| 01 Feb 1985 | 28 Mar 1985 | CVW-5 | CV 41 | F-4S | WestPac |
| 10 Jun 1985 | 14 Oct 1985 | CVW-5 | CV 41 | F-4S | WestPac/IO |
| 15 Nov 1985 | 12 Dec 1985 | CVW-5 | CV 41 | F-4S | WestPac |
| 17 Jan 1986 | 30 Mar 1986 | CVW-5 | CV 41 | F-4S | WestPac |
| 09 Jan 1987 | 20 Mar 1987 | CVW-5 | CV 41 | F/A-18A | WestPac |
| 23 Apr 1987 | 13 Jul 1987 | CVW-5 | CV 41 | F/A-18A | WestPac |
| 15 Oct 1987 | 12 Apr 1988 | CVW-5 | CV 41 | F/A-18A | WestPac/IO |
| 18 Oct 1988 | 09 Nov 1988 | CVW-5 | CV 41 | F/A-18A | WestPac |
| 21 Jan 1989 | 24 Feb 1989 | CVW-5 | CV 41 | F/A-18A | WestPac |
| 27 Feb 1989 | 09 Apr 1989 | CVW-5 | CV 41 | F/A-18A | WestPac |
| 31 May 1989 | 25 Jul 1989 | CVW-5 | CV 41 | F/A-18A | WestPac |
| 15 Aug 1989 | 11 Dec 1989 | CVW-5 | CV 41 | F/A-18A | WestPac/IO |
| 20 Feb 1990 | 06 Apr 1990 | CVW-5 | CV 41 | F/A-18A | WestPac |
| 02 Oct 1990 | 17 Apr 1991 | CVW-5 | CV 41 | F/A-18A | WestPac/IO/ Persian Gulf |

* Squadron personnel, except 20 pilots and 13 enlisted men who were flown to Japan, embarked USNS *General Weigel* (TAP 119) for transportation from the U.S. to *Princeton* (CV 37), operating in Korea. The squadron embarked *Princeton* on 30 May 1951 and, along with other squadrons, replaced the original Air Group 19 squadrons that had deployed to Korea with the carrier. The primary squadrons in CVG-19 when it deployed to Korea in November 1950 included VF-191, VF-192, VF-193 and VA-195. These squadrons were replaced in May 1951 by VF-23, VF-821, VF-871 and VA-55.

† VF-151, CVW-5 and *Midway* arrived at their new home port, Naval Station Yokosuka, Japan. With the squadron permanently forward deployed all future deployments for the squadron will cover only those operations outside the home waters of Japan.



A squadron F3H-2 Demon at NAS Miramar, California (Courtesy Duane Kasulka Collection).



Two squadron F4D-1 Skyraiders in flight during their deployment aboard Hancock (CVA 19) to WestPac in 1958.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVBG-1/CVG-2* | M | 06 Aug 1948 |
| COMFAIRALAMEDA | | 03 Dec 1950 |
| CVG-19 | B | 25 May 1951 |
| CVG-2 | M | 29 Aug 1951 |
| ATG-2 | † | 23 May 1952 |
| ATG-4 | Z‡ | 30 Mar 1955 |
| CVG-15/CVW-15§ | NL | 29 Oct 1957 |

Air Wing Assignments—Continued

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVW-16 | AH | 01 Sep 1970 |
| CVW-5 | NF | 16 Feb 1971 |

* CVBG-1 was redesignated CVG-2 on 1 September 1948.

† ATG-2 was not assigned a tail code until July 1956.

‡ The tail code Z was assigned to ATG-4 on 24 July 1956.

§ CVG-15 was redesignated CVW-15 when Carrier Air Groups (CVG) were redesignated Carrier Air Wings (CVW) on 20 December 1963.



A squadron F/A-18A Hornet lands aboard Midway (CV 41), 1987.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NAVE | 01 Jan 1982 | 30 Jun 1983 |
| | 01 Jul 1983 | 31 Dec 1984 |
| KPUC | 15 Sep 1950 | 26 Oct 1950 |
| KSM | 14 Sep 1950 | 26 Oct 1950 |
| | 30 May 1951 | 16 Aug 1951 |
| AFEM | 26 Jul 1952 | 25 Jan 1953 |
| | 26 Aug 1958 | 07 Sep 1958 |
| | 14 Sep 1959 | 17 Sep 1959 |
| | 25 Apr 1961 | 28 Apr 1961 |
| | 30 Apr 1961 | 01 May 1961 |
| | 04 May 1961 | 09 May 1961 |
| | 12 Jan 1962 | 19 Jan 1962 |
| | 24 Jan 1962 | 27 Jan 1962 |
| | 02 Feb 1965 | 05 Mar 1965 |
| | 16 Mar 1965 | 17 Apr 1965 |
| | 02 May 1965 | 28 May 1965 |
| | 23 Jun 1965 | 03 Jul 1965 |
| | 23 Jan 1968 | 22 Mar 1968 |
| | 10 Dec 1969 | 11 Dec 1969 |
| | 17 Oct 1971 | 19 Oct 1971 |
| HSM | 20 Apr 1975 | 30 Apr 1975 |
| | 29 Apr 1975 | 30 Apr 1975 |
| NUC | 07 Feb 1965 | 18 Oct 1965 |
| | 29 May 1966 | 24 Nov 1966 |
| | 13 Aug 1967 | 19 Feb 1968 |
| | 10 Oct 1968 | 31 Mar 1969 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| MUC | 29 Apr 1975 | 30 Apr 1975 |
| | 01 Jan 1978 | 30 Jun 1979 |
| | 17 Jan 1991 | 07 Feb 1991 |
| | 27 Oct 1969 | 01 Jun 1970 |
| | 07 May 1971 | 28 Oct 1971 |
| PUC | 13 Nov 1979 | 08 Feb 1980 |
| | 27 Jul 1982 | 01 May 1984 |
| NEM | 07 Sep 1989 | 25 Oct 1989 |
| | 30 Apr 1972 | 09 Feb 1973 |
| RVNGC | 15 Apr 1979 | 06 Jun 1979 |
| | 21 Nov 1979 | 07 Feb 1980 |
| | 19 Aug 1980 | 13 Nov 1980 |
| | 12 Mar 1981 | 19 May 1981 |
| | 17 Jan 1991 | 28 Feb 1991 |
| | 12 Oct 1965 | |
| | 21 Jun 1966 | 22 Jun 1966 |
| | 23 Nov 1967 | |
| | 02 Dec 1967 | |
| | 04 Dec 1967 | |
| SASM | 20 Dec 1967 | 22 Dec 1967 |
| | 20 Jan 1968 | |
| | 23 Jan 1968 | 27 Jan 1968 |
| | 29 Jan 1968 | 19 Feb 1968 |
| | 15 Oct 1968 | |
| | 17 Oct 1968 | 18 Oct 1968 |
| | 21 Oct 1968 | |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 25 Oct 1968 | 27 Oct 1968 |
| | 14 Nov 1968 | 16 Nov 1968 |
| | 23 Nov 1968 | |
| | 25 Nov 1968 | |
| | 28 Nov 1968 | |
| | 01 Dec 1968 | 02 Dec 1968 |
| | 04 Dec 1968 | 05 Dec 1968 |
| | 30 Dec 1968 | |
| | 01 Jan 1969 | 03 Jan 1969 |
| | 05 Jan 1969 | |
| | 07 Jan 1969 | 10 Jan 1969 |
| | 14 Jan 1969 | 19 Jan 1969 |
| | 22 Jan 1969 | |
| | 24 Jan 1969 | |
| | 26 Jan 1969 | |
| | 09 Feb 1969 | 20 Feb 1969 |
| | 22 Feb 1969 | 03 Mar 1969 |
| | 19 Mar 1969 | 31 Mar 1969 |
| | 30 Mar 1972 | 15 Jul 1972 |
| VNSM | 04 Jul 1965 | 24 Jul 1965 |
| | 11 Aug 1965 | 11 Sep 1965 |
| | 21 Sep 1965 | 15 Oct 1965 |
| | 14 Jun 1966 | 13 Jul 1966 |
| | 27 Jul 1966 | 31 Aug 1966 |
| | 08 Sep 1966 | 01 Oct 1966 |
| | 19 Oct 1966 | 09 Nov 1966 |
| | 26 Aug 1967 | 01 Oct 1967 |
| | | |
| | | |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 12 Oct 1967 | 28 Oct 1967 |
| | 04 Nov 1967 | 05 Nov 1967 |
| | 11 Nov 1967 | 08 Dec 1967 |
| | 16 Dec 1967 | 07 Jan 1968 |
| | 15 Jan 1968 | 21 Feb 1968 |
| | 29 Dec 1968 | 30 Jan 1969 |
| | 08 Feb 1969 | 03 Mar 1969 |
| | 19 Mar 1969 | 30 Mar 1969 |
| | 26 Oct 1969 | 18 Nov 1969 |
| | 22 Dec 1969 | 19 Jan 1970 |
| | 17 Feb 1970 | 09 Mar 1970 |
| | 19 Mar 1970 | 11 Apr 1970 |
| | 28 Apr 1970 | 01 Jun 1970 |
| | 17 May 1971 | 09 Jun 1971 |
| | 29 Jun 1971 | 20 Jul 1971 |
| | 31 Jul 1971 | 17 Aug 1971 |
| | 26 Sep 1971 | 11 Oct 1971 |
| | 01 May 1972 | 01 Jun 1972 |
| | 11 Jun 1972 | 07 Jul 1972 |
| | 16 Jul 1972 | 13 Aug 1972 |
| | 23 Aug 1972 | 10 Sep 1972 |
| | 19 Sep 1972 | 12 Oct 1972 |
| | 23 Oct 1972 | 23 Nov 1972 |
| | 03 Dec 1972 | 22 Dec 1972 |
| | 31 Dec 1972 | |
| | 04 Jan 1973 | 24 Jan 1973 |
| | 03 Feb 1973 | 09 Feb 1973 |
| SASM | 02 Nov 1990 | 14 Mar 1991 |



A squadron F/A-18A Hornet flies over Mt. Fuji, Japan.

VFA-161

Lineage

Established as Fighter Squadron ONE HUNDRED SIXTY ONE (VF-161) on 1 September 1960.

Redesignated Strike Fighter Squadron ONE HUNDRED SIXTY ONE (VFA-161) on 1 June 1986.

Disestablished on 1 April 1988. The first squadron to be assigned the VFA-161 designation.



The squadron's first insignia was approved for use by CNO in 1962.

was adopted at a later date, placing the design inside a red circular background with white scrolls outlined in red and red lettering on the scrolls.

A new squadron insignia was approved by CNO on 19 January 1982. Colors for the torii gate insignia were: a white background with a black and red torii gate; red lightning bolt outlined in white and black; black scrolls with red and white lettering.

Nickname: Chargers, 1960–1988.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 14 June 1962. Colors for the shield insignia were: a black shield with a white diagonal stripe; white trident and compass rose; and red stylized symbols on the diagonal stripe. A modification to the insignia



A new insignia design was adopted by the squadron in 1982; however, the squadron still maintained its old Chargers nickname.

Chronology of Significant Events

Nov 1963: Embarked on *Oriskany* (CVA 34), the squadron operated in the South China Sea during a crisis in South Vietnam and the coup that overthrew President Diem.

13 Jun 1966: Following a strike by CVW-15 aircraft against a railroad and highway bridge in North Vietnam, four Phantoms from VF-161 engaged six North Vietnamese MiG-17s that were pursuing the retiring strike aircraft. Lieutenant William M. McGuigan and his RIO, Lieutenant (jg) Robert M. Fowler, shot down one of the MiG-17s with a Sidewinder missile.

The other MiGs were driven off and all CVW-15 aircraft returned from the mission.

Mar 1968: *Coral Sea* (CVA 43), with VF-161 embarked, operated on station off the coast of Korea following the capture of *Pueblo* (AGER 2) in January by North Korea.

May-Oct 1972: The squadron participated in Linebacker I operations, heavy air strikes against targets in North Vietnam to interdict the flow of supplies and to reduce North Vietnam's ability to continue the war effort in South Vietnam.

18 May 1972: While flying MiG Combat Air Patrol near Kep Airfield in North Vietnam, two of the squadron's F-4B Phantoms engaged two MiG-19s. Lieutenant Henry A. Bartholomay and his RIO, Lieutenant Oran R. Brown, shot down the first MiG with a Sidewinder. A few seconds later, their wingman, Lieutenant Patrick E. Arwood and his RIO, Lieutenant James M. Bell, shot down the other MiG with a Sidewinder.

23 May 1972: Two of the squadron's aircraft, while flying MiG Combat Air Patrol for a strike in the Haiphong area, were vectored toward Kep Airfield and sighted 4 MiG-17s and 2 MiG-19s. VF-161's aircraft proceeded to engage the MiGs even though they were outnumbered 3 to 1. In the ensuing battle Lieutenant Commander Ronald E. McKeown and his RIO, Lieutenant John C. Enschede, shot down a MiG-17 and a MiG-19 with Sidewinders. The other 4 MiGs escaped and both of VF-161's aircraft returned to *Midway* (CVA 41). Both men were awarded the Navy Cross for their actions.

12 Jan 1973: Lieutenant Victor T. Kovaleski and his RIO, Lieutenant James A. Wise, shot down a MiG-17 over the Gulf of Tonkin. This was the last MiG aircraft to be shot down during the Vietnam Conflict.

Apr-May 1975: Squadron aircraft participated in Operation Frequent Wind, the evacuation of American personnel from Saigon, South Vietnam, as the country fell to the communists.

Aug-Sep 1976: Embarked in *Midway* (CV 41), the squadron conducted flight operations near the Korean Peninsula following the murder of U.S. military personnel in the Korean DMZ by North Koreans.

Apr-May 1979: *Midway*, with VF-161 embarked, deployed to the Gulf of Aden to relieve *Constellation* (CV 64) and maintain a U.S. carrier presence following the outbreak of fighting between North and South Yemen and the fall of the Shah of Iran.

Nov 1979-Feb 1980: Following the Iranian seizure of the American Embassy in Teheran and the taking of American hostages on 4 November, *Midway*, with VF-161 embarked, proceeded to the Gulf of Oman and remained on station until relieved in early February 1980.

May-Jun 1980: *Midway*, with VF-161 embarked, operated off the coast of Korea due to the civil unrest

in South Korea and the massacre of several hundred people in the town of Kwangju.

Dec 1981: Due to tensions in Korea the squadron operated from *Midway* off the coast of Korea until the tensions subsided.

May-Oct 1986: The squadron relocated to NAS Lemoore for transition training in the F/A-18 Hornet and redesignation to a Strike Fighter Squadron. VF-161 was one of only two F-4 fighter squadrons to be assigned the VFA designation.

Oct 1986-Jun 1987: Following the transfer of the squadron from CVW-5, and awaiting transfer to a newly established air wing, the squadron was in an inactive status at NAS Lemoore.



A squadron F3H-2 (F-3) Demon is refueled by an A-4 Skyhawk.



The squadron's last F3H-2 (F-3) Demon is piped over the side during a ceremony at NAS Miramar, California, September 1964.

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|-----------------------------------|------------------------|
| NAS Cecil Field | 01 Sep 1960 |
| NAS Miramar | 19 Sep 1961 |
| NS Yokosuka (NAF Atsugi & Misawa) | 05 Oct 1973* |
| NAS Lemoore | Oct 1986† |

* VF-161, along with CVW-5 and *Midway* (CVA 41), were part of a program to permanently assign a carrier and air wing to an overseas home port. *Midway's* new home port was NS Yokosuka, Japan and the squadron would normally operate out of NAF Atsugi or Misawa when the carrier was in NS Yokosuka. The assignment was effective 30 June 1973. However, the squadron and carrier did not arrive until 5 Oct 1973.

† When the decision was made to remove VFA-161 from CVW-5 and not send it back to Japan following its transition training in the F/A-18, it is believed the squadron's home port was changed to NAS Lemoore at that time.

Commanding Officers

| <i>Date Assumed Command</i> | |
|-----------------------------|----------------------------|
| 01 Sep 1960 | CDR W. C. Hartung |
| 28 Dec 1961 | CDR Albert R. Groves |
| 28 Dec 1962 | CDR Joseph F. Bolger |
| 12 Jul 1963 | CDR Walter T. Broughton II |
| 10 Jul 1964 | CDR Wayne J. Welty |
| 28 Sep 1965 | CDR L. N. Hoover |
| 16 Dec 1966 | CDR Richard J. Schulte |
| 04 Feb 1968 | CDR Roger E. Sheets |
| 09 May 1969 | CDR Sherman W. Turner |
| 17 Apr 1970 | CDR Thomas J. Cassidy, Jr. |
| 26 Mar 1971 | CDR John A. Dickson |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|---------------------------|-----------------------------|
| CDR Earl W. Connell | 10 Mar 1972 |
| CDR C. C. Hoffner | 23 Mar 1973 |
| CDR T. R. Swartz | 08 Mar 1974 |
| CDR J. W. Lovell | 25 Jun 1975 |
| CDR Thomas C. Koehler | 23 Sep 1976 |
| CDR John M. Nash | 30 Dec 1977 |
| CDR Andrew L. Burgess | 27 Mar 1979 |
| CDR Joseph L. K. Corcoran | 05 Jun 1980 |
| CDR Newell Tarrant | 22 Oct 1981 |
| CDR R. C. Williamson | 22 Dec 1982 |
| CDR John P. Patton | 22 Jun 1984 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|-----------------------|-----------------------------|
| CDR John F. Williams | 03 Apr 1986 |
| CDR A. R. Gorthy, Jr. | 1987 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| F3H-2/F-3B* | 12 Oct 1960 |
| F-4B | 05 Aug 1964 |
| F-4N | 1973 |
| F-4J | 1977 |
| F-4S | 06 Feb 1981 |
| F/A-18A | 09 Jul 1986 |

* The F3H-2 designation was changed to F-3B in 1962.



A formation of squadron F-4B Phantom IIs, 1971.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 07 Jun 1962 | 17 Dec 1962 | CVG-16 | CVA 34 | F3H-2 | WestPac |
| 01 Aug 1963 | 10 Mar 1964 | CVW-16 | CVA 34 | F-3B | WestPac |
| 12 May 1966 | 03 Dec 1966 | CVW-15 | CVA 64 | F-4B | WestPac/Vietnam |
| 26 Jul 1967 | 06 Apr 1968 | CVW-15 | CVA 43 | F-4B | WestPac/Vietnam |
| 07 Sep 1968 | 18 Apr 1969 | CVW-15 | CVA 43 | F-4B | WestPac/Vietnam |
| 23 Sep 1969 | 01 Jul 1970 | CVW-15 | CVA 43 | F-4B | WestPac/Vietnam |
| 16 Apr 1971 | 06 Nov 1971 | CVW-5 | CVA 41 | F-4B | WestPac/Vietnam |
| 10 Apr 1972 | 03 Mar 1973 | CVW-5 | CVA 41 | F-4B | WestPac/Vietnam |
| 11 Sep 1973 | 05 Oct 1973 | CVW-5 | CVA 41 | F-4N | WestPac* |
| 16 Nov 1973 | 22 Dec 1973 | CVW-5 | CVA 41 | F-4N | WestPac |
| 29 Jan 1974 | 06 Mar 1974 | CVW-5 | CVA 41 | F-4N | WestPac |
| 18 Oct 1974 | 20 Dec 1974 | CVW-5 | CVA 41 | F-4N | WestPac |
| 13 Jan 1975 | 18 Feb 1975 | CVW-5 | CVA 41 | F-4N | WestPac |
| 31 Mar 1975 | 29 May 1975 | CVW-5 | CVA 41 | F-4N | WestPac |
| 04 Oct 1975 | 19 Dec 1975 | CVW-5 | CV 41 | F-4N | WestPac/IO |
| 13 Mar 1976 | 26 Apr 1976 | CVW-5 | CV 41 | F-4N | WestPac |
| 19 May 1976 | 22 Jun 1976 | CVW-5 | CV 41 | F-4N | WestPac |
| 09 Jul 1976 | 04 Aug 1976 | CVW-5 | CV 41 | F-4N | WestPac |
| 01 Nov 1976 | 17 Dec 1976 | CVW-5 | CV 41 | F-4N | WestPac |
| 11 Jan 1977 | 01 Mar 1977 | CVW-5 | CV 41 | F-4N | WestPac |
| 19 Apr 1977 | 05 May 1977 | CVW-5 | CV 41 | F-4N | WestPac |
| 08 Aug 1977 | 02 Sep 1977 | CVW-5 | CV 41 | F-4N/J | WestPac |
| 27 Sep 1977 | 21 Dec 1977 | CVW-5 | CV 41 | F-4J | WestPac/IO |
| 11 Apr 1978 | 23 May 1978 | CVW-5 | CV 41 | F-4J | WestPac |
| 09 Nov 1978 | 23 Dec 1978 | CVW-5 | CV 41 | F-4J | WestPac |
| 11 Jan 1979 | 20 Feb 1979 | CVW-5 | CV 41 | F-4J | WestPac |
| 07 Apr 1979 | 18 Jun 1979 | CVW-5 | CV 41 | F-4J | WestPac/IO |
| 20 Aug 1979 | 14 Sep 1979 | CVW-5 | CV 41 | F-4J | WestPac |
| 30 Sep 1979 | 20 Feb 1980 | CVW-5 | CV 41 | F-4J | WestPac/IO |
| 14 Jul 1980 | 26 Nov 1980 | CVW-5 | CV 41 | F-4J | WestPac/IO |
| 23 Feb 1981 | 05 Jun 1981 | CVW-5 | CV 41 | F-4S | WestPac/IO |
| 26 Jun 1981 | 16 Jul 1981 | CVW-5 | CV 41 | F-4S | WestPac |
| 03 Sep 1981 | 06 Oct 1981 | CVW-5 | CV 41 | F-4S | WestPac |
| 26 Apr 1982 | 18 Jun 1982 | CVW-5 | CV 41 | F-4S | WestPac |
| 14 Sep 1982 | 11 Dec 1982 | CVW-5 | CV 41 | F-4S | NorPac/WestPac/IO |
| 02 Jun 1983 | 13 Aug 1983 | CVW-5 | CV 41 | F-4S | WestPac |
| 25 Oct 1983 | 11 Dec 1983 | CVW-5 | CV 41 | F-4S | WestPac |
| 28 Dec 1983 | 23 May 1984 | CVW-5 | CV 41 | F-4S | WestPac/IO |
| 15 Oct 1984 | 12 Dec 1984 | CVW-5 | CV 41 | F-4S | WestPac |
| 01 Feb 1985 | 28 Mar 1985 | CVW-5 | CV 41 | F-4S | WestPac |
| 10 Jun 1985 | 14 Oct 1985 | CVW-5 | CV 41 | F-4S | WestPac/IO |
| 15 Nov 1985 | 12 Dec 1985 | CVW-5 | CV 41 | F-4S | WestPac |
| 17 Jan 1986 | 30 Mar 1986 | CVW-5 | CV 41 | F-4S | WestPac |

* VF-161, CVW-5 and *Midway* arrived at their new home port, NS Yokosuka, Japan. With the squadron permanently forward deployed, all future deployments for the squadron will cover only those operations outside the home waters of Japan.



A squadron F-4S Phantom II, in a low-visibility paint scheme, comes in for a landing on Midway (CV 41), 1985.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVG-16/CVW-16* | AH | 01 Sep 1960 |
| RCVW-12† | | Oct 1964 |
| CVW-15 | NL | 15 Dec 1965 |
| CVW-16 | AH | 01 Sep 1970 |
| CVW-5 | NF | 16 Feb 1971 |
| COMLATWINGPAC | | Oct 1986 |
| CVW-10 | NM | 15 Jun 1987 |

* CVG-16 was redesignated CVW-16 when Carrier Air Groups (CVG) were redesignated Carrier Air Wings (CVW) on 20 December 1963.

† The squadron was assigned to RCVW-12 during transitional training in the F-4 Phantom II.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| PUC | 30 Apr 1972 | 09 Feb 1973 |
| NAVE | 01 Jul 1977 | 31 Dec 1978 |
| | 01 Jan 1979 | 30 Jun 1980 |
| AFEM | 05 Sep 1963 | 13 Sep 1963 |
| | 03 Nov 1963 | 08 Nov 1963 |

Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 23 Jan 1968 | 22 Mar 1968 |
| | 10 Dec 1969 | 11 Dec 1969 |
| | 17 Oct 1971 | 19 Oct 1971 |
| | 20 Apr 1975 | 30 Apr 1975 |
| HSM | 29 Apr 1975 | 30 Apr 1975 |
| NUC | 29 May 1966 | 24 Nov 1966 |
| | 13 Aug 1967 | 19 Feb 1968 |
| | 10 Oct 1968 | 31 Mar 1969 |
| | 29 Apr 1975 | 30 Apr 1975 |
| | 01 Jan 1978 | 30 Jun 1979 |
| MUC | 27 Oct 1969 | 01 Jun 1970 |
| | 07 May 1971 | 28 Oct 1971 |
| | 13 Nov 1979 | 08 Feb 1980 |
| | 27 Jul 1982 | 01 May 1984 |
| NEM | 15 Apr 1979 | 06 Jun 1979 |
| | 21 Nov 1979 | 07 Feb 1980 |
| | 19 Aug 1980 | 13 Nov 1980 |
| | 12 Mar 1981 | 19 May 1981 |
| RVNGC | 21 Jun 1966 | 22 Jun 1966 |
| | 23 Nov 1967 | |
| | 02 Dec 1967 | |

Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> |
|-------------------|--|
| | 04 Dec 1967 |
| | 20 Dec 1967 |
| | 20 Jan 1968 |
| | 23 Jan 1968 |
| | 29 Jan 1968 |
| | 15 Oct 1968 |
| | 17 Oct 1968 |
| | 21 Oct 1968 |
| | 25 Oct 1968 |
| | 14 Nov 1968 |
| | 23 Nov 1968 |
| | 25 Nov 1968 |
| | 28 Nov 1968 |
| | 01 Dec 1968 |
| | 04 Dec 1968 |
| | 30 Dec 1968 |
| | 01 Jan 1969 |
| | 14 Jan 1969 |
| | 22 Jan 1969 |
| | 24 Jan 1969 |
| | 26 Jan 1969 |
| | 09 Feb 1969 |
| | 22 Feb 1969 |
| | 19 Mar 1969 |
| | 30 Mar 1972 |
| VNSM | 14 Jun 1966 |
| | 27 Jul 1966 |
| | 08 Sep 1966 |

Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> |
|-------------------|--|
| | 19 Oct 1966 |
| | 26 Aug 1967 |
| | 12 Oct 1967 |
| | 04 Nov 1967 |
| | 11 Nov 1967 |
| | 16 Dec 1967 |
| | 15 Jan 1968 |
| | 29 Dec 1968 |
| | 08 Feb 1969 |
| | 19 Mar 1969 |
| | 26 Oct 1969 |
| | 22 Dec 1969 |
| | 17 Feb 1970 |
| | 19 Mar 1970 |
| | 28 Apr 1970 |
| | 17 May 1971 |
| | 29 Jun 1971 |
| | 31 Jul 1971 |
| | 26 Sep 1971 |
| | 01 May 1972 |
| | 11 Jun 1972 |
| | 16 Jul 1972 |
| | 23 Aug 1972 |
| | 19 Sep 1972 |
| | 23 Oct 1972 |
| | 03 Dec 1972 |
| | 31 Dec 1972 |
| | 04 Jan 1973 |
| | 03 Feb 1973 |



A squadron F/A-18A Hornet prepares to launch from Enterprise (CVN 65), July 1987.

VFA-192

Lineage

Established as Fighter Squadron ONE HUNDRED FIFTY THREE (VF-153) on 26 March 1945.

Redesignated Fighter Squadron FIFTEEN A (VF-15A) on 15 November 1946.

Redesignated Fighter Squadron ONE HUNDRED FIFTY ONE (VF-151) on 15 July 1948.

Redesignated Fighter Squadron ONE HUNDRED NINETY TWO (VF-192) on 15 February 1950.

Redesignated Attack Squadron ONE HUNDRED NINETY TWO (VA-192) on 15 March 1956.

Redesignated Strike Fighter Squadron ONE HUNDRED NINETY TWO (VFA-192) on 10 January 1986. The first squadron to be assigned the VA-192 and VFA-192 designations.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 11 October 1945. Colors for the kangaroo insignia



The fighting kangaroo design was the squadron's first insignia.

were: a white cloud with pale blue shading; reddish brown kangaroo with a white chest and belly, ears were lined in reddish tan with blue markings, white jowls with blue shading, black nose, blue eye with a black pupil, white teeth outlined in black, and a red mouth; crimson boxing gloves; red, orange and white rocket tips; blue rocket body



The helmet and shield design with the Fighting Fifteen A designation in the scroll was the squadron's second insignia.



When the squadron was redesignated VF-151, this modified helmet and shield design was adopted by the squadron.



In 1950, the squadron adopted the dragon and carrier insignia following its redesignation from VF-151 to VF-192.

When the squadron was redesignated VF-151, the helmet and shield insignia was modified and the Latin inscription *In Omnia Paratus* was added to the scroll inside the design. The Latin phrase means ever ready or a state of readiness. The squadron's designation Fighting One Fifty One was added in a lower scroll. Colors for the design remained the same as the previous design.

A new squadron insignia was approved by CNO on 8 August 1950. Colors for the dragon and carrier insignia were: sky blue background and dark blue water with white markings; gray carrier outlined in black; silver dragon with a red tongue and tail.



In 1956, following another redesignation, the squadron adopted a newly designed dragon insignia.

low dragon with black markings, red tongue and white teeth, white eye with a black and red pupil; black and white nuclear symbol and a white cloud with black markings with a red rising center; blue scroll outlined in black with black lettering. This design was continued following the designation change to VFA.

Nicknames: Golden Dragons, 1956-present.

Following the squadron's redesignation to VF-15A, a new insignia was approved by CNO on 24 November 1947. Colors for the helmet and shield insignia were: a white background outlined in black; gold shield outlined in black with a black diagonal stripe; black helmet with gold markings; black and gold scroll with white lettering.

When the squadron was redesignated VA-192, a new insignia was approved by CNO on 21 June 1956. Colors for the new dragon design are: a blue background outlined in black; yellow



A scroll with the designation VA-192 was added to the dragon insignia. This design remained the same following the squadron's redesignation to VFA; and the only change was in the scroll.

Chronology of Significant Events

27 Jan–24 Feb 1949: Half of the squadron's personnel and aircraft deployed aboard *Boxer* (CV 21) for a Pacific Fleet Minor Cold Weather Exercise near Kodiak, Alaska.



A squadron F4U-4 prepares to launch from *Princeton* (CV 37), circa 1950 or 1951 (Courtesy Robert Lawson Collection).

5 Dec 1950: The squadron flew its first combat missions, providing close air support for U.S. Marines near Chosen Reservoir in North Korea.

1 May 1951: The squadron participated in a special strike against the Hwachon Reservoir Dam with VF-193 and VA-195. The purpose of the mission was to destroy the flood gates and raise the level of the river to form a natural barrier against the enemy's advance. While VA-195 was dropping torpedoes to destroy the flood gates of the dam, the squadron's F4U-4s were concentrating on flak and small arms suppression.

23–24 Jun 1952: The squadron, along with units from two other carrier air groups and the Fifth Air Force, conducted coordinated air strikes against North Korean hydroelectric plants. Squadron aircraft struck the Suiho hydroelectric plant on the Yalu River on 23 June. On 24 June their aircraft struck the Kyosen Number Three hydroelectric plant and the Fusen Number Two hydroelectric plant.

Jul 1952: Squadron aircraft participated in one of the major joint Navy, Air Force and Marine Corps air strikes of the war, hitting industrial targets in North Korea's capital city of Pyongyang during the month of July.

20 and 26 Apr 1967: On 20 April Lieutenant Commander Michael J. Estocin, a member of VA-192, lead a three-plane group on an antisurface-to-air missile mission over North Vietnam in advance of a coordinated strike by aircraft from *Ticonderoga* (CVA 14) and *Kitty Hawk* (CVA 63) against two important thermal power plants in Haiphong. After personally neutralizing three surface-to-air missile sites, his aircraft was damaged by an exploding missile. Without regard

for his personal safety he reentered the target area with his damaged aircraft, in the face of intense anti-aircraft fire, to attack another missile site to ensure the target area's missile sites were neutralized prior to strikes from the carriers' incoming aircraft. Commander Estocin departed the target area with only five minutes of fuel left. He was refueled enroute to the *Ticonderoga* and landed his damaged plane on the carrier. Upon landing, his plane burst into flames. He was able to secure the engine and escape the aircraft without assistance. On 26 April Commander Estocin led a two-plane group on a similar mission in preparation for a coordinate strike against an oil facility in Haiphong. During this mission his aircraft was again damaged by an exploding surface-to-air missile. He continued his attack against the missile site, launching his missiles from a burning aircraft. Following the attack he attempted to guide his burning aircraft to the safety of the sea. The aircraft was last seen going out of control as it entered a cloud layer over North Vietnam. Commander Estocin was listed as MIA on 26 April 1967 and on 10 November 1977 his MIA status was changed to presumed KIA. For his actions Commander Estocin was posthumously awarded the Medal of Honor.

Mar 1968: VA-192, along with other squadrons in CVW-19, conducted flight operations from *Ticonderoga* in the Sea of Japan. These operations, part of Operation Formation Star, were conducted as part of a continuing show of American forces in the area following the capture of *Pueblo* (AGER 2) by North Korea on 23 January 1968.

Apr 1972: Following the invasion by North Vietnam into South Vietnam the squadron participated in tactical air sorties against military and logistic targets in North Vietnam.

May 1972: Squadron aircraft participated in the mining of North Vietnamese harbors and Linebacker I operations, concentrated air strikes against targets in North Vietnam above the 20th parallel.

23 Nov 1973: VA-192 deployed with CVW-11 embarked on *Kitty Hawk* (CV 63) as part of the first CV concept air wing deployment on the west coast. This concept employed all aspects of carrier aviation warfare into one air wing deployed on a single deck.

Jul–Aug 1983: *Ranger* (CV 61), with VA-912 embarked, was ordered to operate off the coast of Nicaragua in response to an unstable situation in Central America and the possible invasion of Honduras by Nicaragua.

Oct 1983–Jan 1984: *Ranger*, with VA-192 embarked, was extended on station in the Arabian Sea due to the Iranian threat to block oil exports from the Persian Gulf.

4–8 Jun 1985: The squadron flew its A-7E Corsair IIs via Hawaii and Wake Island for deployment to MCAS Iwakuni, Japan.

Jun-Dec 1985: While deployed to MCAS Iwakuni as part of MAG-12 the squadron also conducted operations from NAF Kadena and NAS Cubi Point.

Nov 1986: The squadron flew its F/A-18 Hornets from NAS Lemoore, via Hawaii and Guam, to NAF Atsugi, Japan, for operations with CVW-5 and *Midway* (CV 41).

Nov 1987-Feb 1988: The squadron participated in Earnest Will Operations, the escorting of reflagged Kuwaiti tankers through the Persian Gulf.

Sep 1988: During the Summer Olympics in Seoul,

Korea, the squadron was embarked on *Midway* and operating in the Sea of Japan to demonstrate U.S. support for a peaceful Olympics.

Dec 1989: *Midway*, with VFA-192 embarked, maintained station off the coast of the Philippines during an attempted coup in that country.

Nov 1990-Jan 1991: The squadron flew missions in support of Operation Desert Shield, the build up of American and Allied forces to counter a threatened invasion of Saudi Arabia by Iraq and as part of an economic blockade of Iraq to force its withdrawal from Kuwait.



A squadron F6F-5P Hellcat in flight, 1946 (Courtesy Robert Lawson Collection).



A squadron F8F-1 Bearcat on the deck of Tarawa (CV 40), 1948 (Courtesy Robert Lawson Collection).

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|---|------------------------|
| NAS Atlantic City | 26 Mar 1945 |
| NAAS Oceana | 01 Jun 1945 |
| NAS Alameda | Aug 1946 |
| NAS Moffett Field | 16 Jul 1951 |
| NAS Lemoore | 01 Jan 1962 |
| NS Yokosuka, Japan (NAF Atsugi & Misawa) | 01 Jul 1986* |

* VFA-192 was assigned to CVW-5 on 1 July 1986 as part of a program that has a permanently assigned carrier and air wing at an overseas home port. The home port for CVW-5 and *Midway* (CV 41) was NS Yokosuka, Japan. The squadron did not arrive in Japan until November 1986.



A squadron F9F-5 on the elevator of Oriskany (CVA 34) during a WestPac cruise in 1953–1954.

Commanding Officers

| | <i>Date Assumed Command</i> |
|-----------------------|-----------------------------|
| LCDR Kenneth P. Hance | 26 Mar 1945 |
| LCDR Wilson G. Wright | 26 Apr 1946 |
| LCDR Richard E. Brown | 22 Oct 1947 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|---------------------------|-----------------------------|
| LCDR Frank C. Perry | 08 Mar 1949 |
| LCDR K. S. Van Meter | 26 Jun 1950 |
| CDR Elwin A. Parker | 27 Jul 1951 |
| LCDR John H. Dinneen | 28 Nov 1952 |
| LCDR Giro N. V. Whited | Apr 1954 |
| CDR Frank E. Foltz | Oct 1955 |
| LCDR William R. Flanagan | 30 Sep 1957 |
| LCDR Larry F. Baumgaertel | 19 Sep 1958 |
| CDR William E. Payne, Jr. | 01 Jul 1959 |
| CDR Harold F. Snowden | May 1960 |
| CDR Benjamin W. Adams | Mar 1961 |
| LCDR Mitchell M. Simmons | 15 Feb 1962 |
| CDR Keith T. Weaver | 21 Feb 1963 |
| CDR William H. Rogers | 10 Dec 1963 |
| CDR Eugene E. Tissot | Dec 1964 |
| CDR Allen E. Hill | Dec 1965 |
| CDR Ed D. McKellar | 15 Dec 1966 |
| CDR Lowell F. Eggert | Dec 1967 |
| CDR Joseph K. Stanley | 13 Dec 1968 |
| CDR Robert E. Woodbury | 19 Oct 1969 |
| CDR David C. Parkhurst | 05 Aug 1970 |
| CDR Richard L. Kiehl | 30 Apr 1971 |
| CDR Robert C. Taylor, Jr. | 08 May 1972 |
| CDR Darrel D. Owens | May 1973 |
| CDR David N. Rogers | 16 Jul 1974 |
| CDR Gordon R. Goldenstein | 06 Oct 1975 |
| CDR Joseph D. Cole | 21 Jan 1977 |
| CDR John L. McWhinney | 24 Apr 1978 |
| CDR Thomas B. Latendresse | 27 Jun 1980 |
| CDR John J. Zerr | 12 Sep 1981 |
| CDR Harry T. Rittenour | 28 Jun 1982 |
| CDR Gilman E. Rud | 15 Jun 1983 |
| CDR C. D. Englehardt | 17 Aug 1984 |
| CDR Robert G. Ferver | 10 Jan 1986 |
| CDR John F. Williams | 09 Apr 1987 |
| CDR John A. Pettitt | 13 May 1988 |
| CDR Michael D. Shutt | 06 Sep 1989 |
| CDR James B. Godwin III | 01 Mar 1991 |



Two squadron F9F-8 Cougars fly in formation with an aircraft from VFP-61 during their deployment aboard Yorktown (CVA 10) in 1957.

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| F6F-3 | Mar 1945 |
| F6F-5 | Apr 1945 |
| F8F-1 | Nov 1947 |
| F8F-2 | Jul 1949 |
| F4U-4 | Jul 1950 |
| F9F-2* | 14 Jul 1951 |
| F9F-2 | 03 Dec 1952 |
| F9F-5 | Jan 1953 |
| F9F-6 | Jan 1956 |
| F9F-8B | Jun 1956 |
| F9F-8 | Jul 1956 |
| FJ-4B | 10 Dec 1957 |
| A4D-2 | Jul 1959 |
| A4D-2N/A-4C† | 01 Jun 1960 |
| A-4E | Jun 1966 |
| A-4F | Jul 1967 |
| A-7E | 26 Feb 1970 |
| F/A-18A | 05 May 1986 |

* On 9 October 1951 the squadron transferred all its F9F-2s to VF-191 and received F4U-4s in exchange.

† The A4D-2N designation was changed to A-4C in 1962.



Squadron FJ-4B Furys fly over Mt. Fuji, Japan, during their deployment to WestPac aboard Bon Homme Richard (CVA 31), 1958–1959.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|--------------------------|-----------------------|-----------------|----------------|-------------------------|--------------------------------|
| 31 Mar 1947 | 08 Oct 1947 | CVAG-15 | CV 36 | F6F-5 | WestPac |
| 11 Jan 1950 | 13 Jun 1950 | CVG-19 | CV 21 | F8F-2 | WestPac |
| 09 Nov 1950 | 09 Jun 1951 | CVG-19 | CV 37* | F4U-4 | WestPac/Korea |
| 21 Mar 1952 | 03 Nov 1952 | CVG-19 | CV 37 | F4U-4 | WestPac/Korea |
| 14 Sep 1953 | 22 Apr 1954 | CVG-19 | CVA 34 | F9F-5 | WestPac |
| 02 Mar 1955 | 21 Sep 1955 | CVG-19 | CVA 34 | F9F-5 | WestPac |
| 09 Mar 1957 | 25 Aug 1957 | CVG-19 | CVA 10 | F9F-8/8B | WestPac |
| 01 Nov 1958 | 18 Jun 1959 | CVG-19 | CVA 31 | FJ-4B | WestPac |
| 21 Nov 1959 | 14 May 1960 | CVG-19 | CVA 31 | A4D-2 | WestPac |
| 26 Apr 1961 | 13 Dec 1961 | CVG-19 | CVA 31 | A4D-2N | WestPac |
| 12 Jul 1962 | 11 Feb 1963 | CVG-19 | CVA 31 | A-4C | WestPac |
| 28 Jan 1964 | 21 Nov 1964 | CVW-19 | CVA 31 | A-4C | WestPac/IO/Vietnam |
| 21 Apr 1965 | 13 Jan 1966 | CVW-19 | CVA 31 | A-4C | WestPac/Vietnam |
| 15 Oct 1966 | 29 May 1967 | CVW-19 | CVA 14 | A-4E | WestPac/Vietnam |
| 28 Dec 1967 | 17 Aug 1968 | CVW-19 | CVA 14 | A-4F | WestPac/Vietnam |
| 14 Apr 1969 | 17 Nov 1969 | CVW-19 | CVA 34 | A-4F | WestPac/Vietnam |
| 06 Nov 1970 | 17 Jul 1971 | CVW-11 | CVA 63 | A-7E | WestPac/Vietnam |
| 17 Feb 1972 | 28 Nov 1972 | CVW-11 | CVA 63 | A-7E | WestPac/Vietnam |
| 23 Nov 1973 | 09 Jul 1974 | CVW-11 | CV 63 | A-7E | WestPac/IO |
| 21 May 1975 | 15 Dec 1975 | CVW-11 | CV 63 | A-7E | WestPac |
| 25 Oct 1977 | 22 Sep 1978 | CVW-11 | CV 63 | A-7E | WestPac |
| 13 Mar 1979 | 22 Sep 1979 | CVW-11 | CV 66 | A-7E | Med |
| 14 Apr 1981 | 12 Nov 1981 | CVW-11 | CV 66 | A-7E | Med/IO |
| 15 Jul 1983 | 29 Feb 1984 | CVW-9 | CV 61 | A-7E | Central America/ WestPac/IO |
| 04 Jun 1985 | 14 Dec 1985 | MAG-12 | † | A-7E | WestPac |
| 09 Jan 1987 | 20 Mar 1987 | CVW-5 | CV 41‡ | F/A-18A | WestPac‡ |
| 23 Apr 1987 | 13 Jul 1987 | CVW-5 | CV 41 | F/A-18A | WestPac |
| 15 Oct 1987 | 12 Apr 1988 | CVW-5 | CV 41 | F/A-18A | WestPac/IO |
| 18 Oct 1988 | 09 Nov 1988 | CVW-5 | CV 41 | F/A-18A | WestPac |

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|------------------------------|
| 21 Jan 1989 | 24 Feb 1989 | CVW-5 | CV 41 | F/A-18A | WestPac |
| 27 Feb 1989 | 09 Apr 1989 | CVW-5 | CV 41 | F/A-18A | WestPac |
| 31 May 1989 | 25 Jul 1989 | CVW-5 | CV 41 | F/A-18A | WestPac |
| 15 Aug 1989 | 11 Dec 1989 | CVW-5 | CV 41 | F/A-18A | WestPac/IO |
| 20 Feb 1990 | 06 Apr 1990 | CVW-5 | CV 41 | F/A-18A | WestPac |
| 02 Oct 1990 | 17 Apr 1991 | CVW-5 | CV 41 | F/A-18A | WestPac/IO/ Persian Gulf |

* The squadron and CVG-19 were relieved aboard *Princeton* (CV 27) by Carrier Air Group 19X in the latter part of May 1951. Squadron officers were flown back to the States and the enlisted personnel were embarked on a transport ship for their return to NAS Alameda.

† The squadron deployed to MCAS Iwakuni, Japan, as part of the Marine Corps Unit Deployment Program and was assigned to MAG-12.

‡ The squadron was permanently forward deployed and home ported in Japan. Consequently, all future deployments for the squadron while embarked on *Midway* (CV 41) will cover only those operations outside the home waters of Japan.



A formation of squadron A-4F Skyhawks fly over San Francisco, California, 1968.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|------------------|------------------|------------------------|
| CVG-153/CVAG-15/ | | |
| CVG-15* | B/A† | 26 Mar 1945 |
| CVG-19/CVW-19§ | B/NM‡ | Nov 1949 |
| COMFAIRLEMOORE§§ | | 01 Dec 1969 |
| CVW-11§§ | NH | 01 Dec 1969 |
| CVW-15 | NL | 18 Jan 1982 |
| COMLATWINGPAC | | 31 Aug 1982 |
| CVW-9 | NG | 12 Nov 1982 |
| COMLATWINGPAC | | 15 Sep 1984 |
| MAG-12 | NM** | 04 Jun 1985 |
| COMLATWINGPAC | | 14 Dec 1985 |
| CVW-5 | NF | 01 Jul 1986 |

* CVG-153 was redesignated Attack CVAG-15 on 15 November 1946 and then became CVG-15 on 1 September 1948.

† The tail code B was assigned to CVAG-15 on 12 December 1946 and changed to A on 4 August 1948.

‡ The tail code B was changed to NM in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).

§ CVG-19 was redesignated CVW-19 when Carrier Air Groups (CVG) were redesignated Carrier Air Wings (CVW) on 20 December 1963.

§§ The squadron was operationally assigned to CVW-11 and under the administrative command of Commander Fleet Air Lemoore. During the latter part of 1969 and early 1970 the squadron underwent transitional training with VA-122 in the A-7 Corsair II.

** While deployed to MCAS Iwakuni and assigned to MAG-12 the squadron used the NM tail code.



A squadron A-7E Corsair II in flight with a low-visibility paint scheme, 1982.

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| KLM | 17 Jan 1991 | 28 Feb 1991 |
| NUC | 05 Dec 1950 | May 1951 |
| | 15 Apr 1952 | 18 Oct 1952 |
| | 28 Oct 1966 | 21 May 1967 |
| | 26 Jan 1968 | 23 Jul 1968 |
| | 07 Dec 1970 | 24 Jun 1971 |
| | 09 Mar 1972 | 04 Nov 1972 |
| | 17 Jan 1991 | 07 Feb 1991 |
| KPUC | 05 Dec 1950 | May 1951 |
| KSM | 01 Dec 1950 | 31 May 1951 |
| | 14 Apr 1952 | 24 Apr 1952 |
| | 30 Apr 1952 | 21 Oct 1952 |
| AFEM | 03 Apr 1960 | 04 Apr 1960 |
| | 26 Apr 1960 | 27 Apr 1960 |
| | 22 May 1961 | 27 May 1961 |
| | 05 Mar 1964 | 13 Mar 1964 |
| | 12 May 1964 | 14 May 1964 |
| | 05 Jun 1964 | 10 Jun 1964 |
| | 13 Jun 1964 | 17 Jun 1964 |
| | 31 Aug 1964 | 06 Nov 1964 |
| | 14 Nov 1964 | 21 Nov 1964 |
| | 26 May 1965 | 03 Jun 1965 |
| | 23 Jan 1968 | 22 Mar 1968 |
| | 17 Sep 1969 | |
| | 28 Sep 1969 | 04 Oct 1969 |
| MUC | 05 May 1969 | 03 Nov 1969 |
| | 07 Sep 1989 | 25 Oct 1989 |
| NEM | 09 May 1981 | 18 Oct 1981 |
| RVNGC | 19 Oct 1965 | 20 Oct 1965 |
| | 23 Oct 1965 | 28 Oct 1965 |
| | 22 Nov 1965 | |
| | 24 Nov 1965 | |
| | 06 Dec 1965 | |
| | 15 Nov 1966 | 16 Nov 1966 |
| | 20 Nov 1966 | 21 Nov 1966 |
| | 06 Dec 1966 | |
| | 15 Dec 1966 | |
| | 06 Jan 1967 | |
| | 09 Jan 1967 | |
| | 30 Jan 1967 | |
| | 21 Feb 1967 | |
| | 25 Feb 1967 | |
| | 03 Mar 1967 | 04 Mar 1967 |
| | 06 Mar 1967 | 07 Mar 1967 |
| | 09 Mar 1967 | |
| | 30 Mar 1967 | |
| | 11 Apr 1967 | |
| | 15 Apr 1967 | |
| | 24 Apr 1967 | |
| | 26 Apr 1967 | |
| | 27 Jan 1968 | |
| | 31 Jan 1968 | 03 Feb 1968 |
| | 05 Feb 1968 | 03 Mar 1968 |
| | 27 Mar 1968 | 06 Apr 1968 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NAVE | 01 Jul 1965 | 31 Dec 1966 |
| | 01 Jul 1968 | 31 Dec 1969 |
| | 01 Jan 1989 | 31 Dec 1989 |
| | 01 Jan 1990 | 31 Dec 1990 |
| SASM | 02 Nov 1990 | 14 Mar 1991 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| VNSM | 08 Apr 1968 | |
| | 26 Apr 1968 | |
| | 28 Apr 1968 | 01 May 1968 |
| | 08 May 1968 | |
| | 11 May 1968 | |
| | 31 May 1968 | |
| | 02 Jun 1968 | |
| | 17 May 1969 | 03 Jun 1969 |
| | 15 Jun 1969 | 30 Jun 1969 |
| | 18 Jul 1965 | 13 Aug 1965 |
| | 10 Sep 1965 | 01 Oct 1965 |
| | 08 Oct 1965 | 29 Oct 1965 |
| | 13 Nov 1965 | 17 Dec 1965 |
| | 12 Nov 1966 | 18 Dec 1966 |
| | 03 Jan 1967 | 07 Feb 1967 |
| | 13 Feb 1967 | 16 Mar 1967 |
| | 28 Mar 1967 | 28 Apr 1967 |
| | 25 Jan 1968 | 04 Mar 1968 |
| | 25 Mar 1968 | 08 Apr 1968 |
| | 16 Apr 1968 | |
| | 24 Apr 1968 | 12 May 1968 |
| | 20 May 1968 | 14 Jun 1968 |
| | 25 Jun 1968 | 23 Jul 1968 |
| | 05 May 1969 | 04 Jun 1969 |
| | 15 Jun 1969 | 01 Jul 1969 |
| | 12 Jul 1969 | 30 Jul 1969 |
| | 14 Aug 1969 | 12 Sep 1969 |
| | 08 Oct 1969 | 31 Oct 1969 |
| | 07 Dec 1970 | 30 Dec 1970 |
| | 12 Jan 1971 | 04 Feb 1971 |
| | 19 Feb 1971 | 01 Apr 1971 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 09 Apr 1971 | 26 Apr 1971 |
| | 03 May 1971 | 17 May 1971 |
| | 29 May 1971 | 23 Jun 1971 |
| | 08 Mar 1972 | 25 Mar 1972 |
| | 03 Apr 1972 | 22 Apr 1972 |
| | 01 Jun 1972 | 27 Jun 1972 |
| | 07 Jul 1972 | 04 Aug 1972 |
| | 14 Aug 1972 | 05 Sep 1972 |
| | 15 Sep 1972 | 02 Oct 1972 |
| | 12 Oct 1972 | 31 Oct 1972 |



A squadron F/A-18A Hornet in flight, loaded with weapons, 1990.



A squadron F/A-18A Hornet over Midway (CV 41) in 1987.

VFA-195

Lineage

Established as Torpedo Squadron NINETEEN (VT-19) on 15 August 1943.

Redesignated Attack Squadron TWENTY A (VA-20A) on 15 November 1946.

Redesignated Attack Squadron ONE HUNDRED NINETY FIVE (VA-195) on 24 August 1948.

Redesignated Strike Fighter Squadron ONE HUNDRED NINETY FIVE (VFA-195) on 1 April 1985. The first squadron to be assigned the VA-195 and VFA-195 designation.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 4 March 1944. Colors for the lion cub and torpedo



The lion cub was the squadron's first insignia.

insignia were: a white background with light blue wave lines and streaks; orange torpedo nose, wings and tail section outlined in black; blue torpedo body; light tan lion cub with dark brown spots and outlined in black, red tongue and eyes, black mouth, nose and

whiskers; yellow scarf and line to the torpedo; dark brown bazooka.

A new insignia was approved by CNO on 18 April 1949. Two versions of the tiger and parrot insignia exist and the records do not identify which one was the officially approved insignia. There are no color markings available for either insignia.

The squadron adopted the shield insignia at a later date. There are no records available to identify when



The squadron's second insignia was the tiger and parrot design. This is one of the designs on file; unfortunately, the insignia records do not identify which design was approved by CNO.



This is the other tiger and parrot design on file in the squadron's insignia records.



The squadron adopted the helmet and shield insignia sometime in the 1950s.



In 1985, the squadron adopted the stylized eagle insignia design.

this insignia was approved. It is believed the use of the shield insignia began sometime in the 1950s. There are no color markings available on this insignia.

A new insignia was approved by CNO on 30 August 1985. Colors for the eagle insignia are: a green background outlined in a checker board pattern of green, black and gray squares; gray stylized eagle outlined in white, with a white head, a red eye, and a yellow beak and claws; black bomb and missiles outlined in white; silver scrolls outlined in black with black lettering.

Nicknames: Tigers, 1949-early 1950s.

Dambusters, early 1950s-present.

Chronology of Significant Events

18 Jul 1944: The squadron flew its first combat mission when it conducted preinvasion strikes against Guam.

Jul-Oct 1944: The squadron flew combat strikes against Guam, Palau, the Bonin and Volcano Islands, Mindanao, Visayans, Luzon, Okinawa and Formosa.

24 Oct 1944: Squadron aircraft participated in strikes against the Central Japanese Task Force in the Sibuyan Sea, which included the super battleship *Musashi*. Three of the squadron's personnel, Lieutenants Joseph C. Black and Max E. Gregg and Lieutenant (jg) Edward H. Schulke, were awarded the Silver Star for their actions during this strike.

25 Oct 1944: Squadron aircraft participated in the Battle Off Cape Engano, strikes against the Japanese Northern Force composed primarily of carriers. The following squadron personnel were awarded the Navy Cross for their actions during this battle: Lieutenant Commander Frank C. Perry; Lieutenants Leonard R. Prater, Joseph C. Black, Max E. Gregg, Frederick Doll, Jr., James C. West, Leonard P. Mathias, Donald W. McMillan, Richard D. Greer, Jr., and Gordon B. Whelpley; Lieutenant (jg)s Frank A. Fox, Morris R. Goebel, James H. Langrall, Ray J. Stacy, Robert F. Durian, William R. Garrett, John S. McDonald, Edward H. Schulke, Edward



A close-up of squadron AD-4 Skyraiders, loaded with weapons, aboard *Princeton* (CV 37) during their combat deployment to Korea from 1950–1951.



The Hwachon Reservoir Dam under attack by squadron AD-4 Skyraiders, 1 May 1951.

C. Myers, Jr., Irvin Kramer, Jr. and James E. Sipprell; and Ensigns Mercer L. Jackson, Jr., Wallace F. Leeker, Frederick Schuler and Warner W. Tyler.

5 Nov 1944: Squadron aircraft participated in an attack on the *Nachi*, a Japanese heavy cruiser, which was making a sortie out of Manila Bay. The cruiser was sunk and Lieutenant (jg)s Robert F. Durian, James E. Sipprell and Ray J. Stacy were awarded a Gold Star in lieu of their second Navy Cross for their actions in this engagement. Lieutenant Joseph C. Hebert was awarded a Navy Cross for actions in this strike.

5 Dec 1950: The squadron flew its first combat mission since the end of World War II, flying close air support missions for U.S. Marines near Chosen Reservoir in North Korea.

1 May 1951: The squadron's AD-4 Skyraiders made a torpedo strike against the flood gates of the Hwachon Reservoir Dam. The purpose of the mission was to destroy the flood gates and raise the level of the river to form a natural barrier against the enemy's advance. It was from this mission that the squadron derived its nickname, Dambusters.

23 Jun 1952: The squadron, along with units from two other carrier air groups and the Fifth Air Force, conducted coordinated air strikes against the Suiho hydroelectric plant on the Yalu River and the Kyosen Number Three hydroelectric plant. Squadron aircraft participated in attacks against other hydroelectric plants the following day.

11 Jul 1952: Squadron aircraft participated in one of the major joint Navy, Air Force and Marine Corps air strikes of the war, hitting industrial targets in North Korea's capital city of Pyongyang.

Aug–Oct 1964: The squadron participated in special operations, flying escort and reconnaissance sorties in support of U.S. operations in Vietnam and Laos.

20 Apr 1967: Commander S. R. Chessman, the squadron's executive officer, was awarded the Silver Star for his actions in planning and executing a successful strike against a Haiphong thermal power plant, accomplishing the mission without the loss of a single aircraft.

Mar 1968: VA-195, along with other squadrons in CVW-19, conducted flight operations from *Ticonderoga* (CVA 14) in the Sea of Japan. These operations, part of Operation Formation Star, were conducted as part of a continuing show of American forces in the area following the capture of *Pueblo* (AGER 2) by North Korea on 23 January 1968.

6 Mar 1972: During night operations off *Kitty Hawk* (CVA 63) in Philippine waters, the squadron's commanding officer, Commander D. L. Hall, was lost when his aircraft crashed into the water astern of the carrier.

Apr 1972: Following the invasion by North Vietnam into South Vietnam the squadron participated in tactical air sorties against military and logistic targets in North Vietnam.

9 May 1972: Squadron aircraft participated in the mining of North Vietnamese harbors.

10 May 1972: VA-195 participated in the beginning of Linebacker I operations, concentrated air strikes against targets in North Vietnam above the 20th parallel.

23 Nov 1973: VA-195 deployed with CVW-11 embarked on *Kitty Hawk* (CV 63) as part of the first CV concept air wing deployment on the west coast. This concept consolidated all aspects of carrier aviation warfare into one air wing deployed on a single deck.

Jul–Aug 1983: *Ranger* (CV 61), with VA-195 embarked, was ordered to operate off the coast of Nicaragua in response to an unstable situation in

Central America and the possible invasion of Honduras by Nicaragua.

Oct 1983–Jan 1984: *Ranger*, with VA-195 embarked, was extended on station in the Arabian Sea due to the Iranian threat to block oil exports from the Persian Gulf.

Nov 1986: The squadron flew its F/A-18 Hornets from NAS Lemoore to NAF Atsugi, Japan, for operations with CVW-5 and *Midway* (CV 41), home ported at NS Yokosuka, Japan.

Nov 1987–Feb 1988: The squadron participated in Earnest Will Operations, the escorting of reflagged Kuwaiti tankers through the Persian Gulf.

Sep 1988: During the Summer Olympics in Seoul, Korea, the squadron was embarked on *Midway* and operating in the Sea of Japan to demonstrate U.S. support for a peaceful Olympics.

Dec 1989: *Midway*, with VFA-195 embarked, maintained station off the coast of the Philippines during an attempted coup in that country.

Nov 1990–Jan 1991: The squadron flew missions in support of Operation Desert Shield, the build up of American and Allied forces to counter a threatened invasion of Saudi Arabia by Iraq and as part of an economic blockade of Iraq to force its withdrawal from Kuwait.



A squadron TBM-3E in flight, circa mid 1946 (Courtesy Robert Lawson Collection).

Home Port Assignments

| <i>Location</i> | <i>Assignment Date</i> |
|--|------------------------|
| NAAS Los Alamitos | 15 Aug 1943 |
| NAS Kahului | 29 Feb 1944* |
| NAS San Diego | 14 Dec 1944 |
| NAS Alameda | 20 Jan 1945 |
| NAAS Santa Rosa | 05 Feb 1945 |
| NAS Kahului | 09 Aug 1945* |
| NAS Barbers Point | 03 Nov 1945 |
| NAS Alameda | 19 Aug 1946 |
| NAS Moffett Field | 03 Nov 1952 |
| NAS Lemoore | 13 Dec 1961 |
| NS Yokosuka, Japan (NAF Atsugi & Misawa) | 01 Jul 1986† |

* Temporary shore assignment while the squadron conducted training in preparation for combat deployment.

† VFA-195 was assigned to CVW-5 on 1 July 1986 as part of a program that has a permanently assigned carrier and air wing at an overseas home port. The home port for CVW-5 and *Midway* (CV 41) was NS Yokosuka, Japan. The squadron did not arrive in Japan until November 1986.



Three squadron AD-6 Skyraiders on the deck of Yorktown (CVA 10) preparing to launch, 1957.

Commanding Officers

| | <i>Date Assumed Command</i> |
|-------------------------------|-----------------------------|
| LT Leonard R. Prater (acting) | 15 Aug 1943 |
| LCDR Karl E. Jung | 18 Aug 1943 |
| LCDR Albert P. Coffin | 22 Sep 1943 |

| | |
|-----------------------------|-------------|
| LCDR David E. Dressendorfer | 31 Dec 1943 |
| LCDR Frank C. Perry | 26 Sep 1944 |
| LCDR James F. McRoberts | 24 Nov 1945 |
| LCDR Melvin H. Warner | 11 Aug 1947 |
| LCDR Harry C. White | 07 Aug 1948 |
| LCDR Harold G. Carlson | 26 Jun 1950 |
| CDR Neil A. MacKinnon | 28 Sep 1951 |
| CDR August W. Elliott, Jr. | 01 Dec 1952 |
| CDR Lewis R. Hardy, Jr. | 16 Jul 1954 |
| CDR William A. Rawls | 30 Sep 1955 |
| CDR R. J. Mead | 06 Sep 1957 |
| CDR Fletcher H. Burnham | 18 Jul 1958 |
| CDR Harry N. O'Connor | Jul 1959 |
| CDR George W. Blease | 01 Jun 1960 |
| CDR Walter E. Scholz | 17 Mar 1961 |
| CDR Anson D. Geiger | 27 Apr 1962 |
| CDR Robert F. Doss | 29 Mar 1963 |
| CDR J. V. Smith | 28 Apr 1964 |
| CDR Bertrand O. Larsen | 12 Apr 1965 |
| CDR Charles E. Hathaway | 01 Apr 1966 |
| CDR Samuel R. Chessman | 28 Apr 1967 |
| CDR W. H. Greiwe | 24 Jul 1968 |
| CDR C. W. Jorgensen | Jun 1969 |
| CDR D. D. Hicks, Jr. | 06 Mar 1970 |
| CDR Paul F. McCarthy, Jr. | 09 Feb 1971 |
| CDR Donald L. Hall | 30 Dec 1971 |
| CDR Mace C. Gilfry | 07 Mar 1972 |
| CDR Norman D. Campbell | 16 Mar 1973 |
| CDR Brian D. Woods | 01 Jun 1974 |
| LCDR James R. Lee | 02 Jun 1975 |
| CDR William E. Newman | 27 Aug 1976 |
| CDR Robert C. Kaup | 07 Oct 1977 |
| CDR William C. Bowes | 06 Oct 1978 |
| CDR James M. Hays | 13 Dec 1979 |
| CDR Alexander M. Phillips | 24 Mar 1981 |
| CDR David I. Pierce | 09 Jun 1982 |
| CDR Kirwin S. Webster | 01 Dec 1983 |
| CDR W. O. King, Jr. | 08 May 1985 |
| CDR Patrick D. Moneymaker | 10 Oct 1986 |
| CDR Thomas G. Otterbein | 15 Apr 1988 |
| CDR Gregory C. Wooldridge | 09 Aug 1989 |
| CDR Randolph R. Robb | 17 Oct 1990 |



A formation of squadron A-4C Skyhawks during their combat deployment to Vietnam aboard Bon Homme Richard (CVA-31), 1965.

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| TBM-1 | 1943* |
| TBM-1C | 04 Nov 1943 |
| TBM-3 | Feb 1945 |
| TBM-3E | Apr 1945 |
| TBM-3Q | 1946 |
| AD-1 | 03 May 1947 |
| AD-2 | 25 Aug 1948 |
| AD-3 | 10 Jan 1949 |
| AD-4 | Jul 1950 |
| AD-4L | Jun 1952 |
| AD-4B | Jan 1953 |
| AD-4NA | Feb 1953 |
| AD-6 | May 1954 |
| A4D-2 | 01 Jul 1959 |
| A4D-2N/A-4C† | May 1960 |
| A-4E | Sep 1968 |
| TA-4F | Oct 1968 |
| A-7E | Feb 1970 |
| F/A-18A | 30 Sep 1985 |

* The squadron received its first TBM-1s sometime in either late August or early September 1943.

† The A4D-2N designation was changed to A-4C in 1962.



Three squadron A-7E Corsair IIs on the deck of Kitty Hawk (CVA 63) prepare to launch on a combat mission against Viet Cong positions, 1971.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|--------------------------------|
| 23 Jun 1944 | 23 Nov 1944 | CVG-19 | CV 16* | TBM-1C | Pacific |
| 18 Mar 1946 | 19 Aug 1946 | CVG-19 | CV 36† | TBM-3E | WestPac |
| 11 Jan 1950 | 13 Jun 1950 | CVG-19 | CV 21 | AD-3 | WestPac |
| 09 Nov 1950 | 09 Jun 1951 | CVG-19 | CV 37‡ | AD-4 | WestPac/Korea |
| 21 Mar 1952 | 03 Nov 1952 | CVG-19 | CV 37 | AD-4/4L | WestPac/Korea |
| 14 Sep 1953 | 22 Apr 1954 | CVG-19 | CVA 34 | AD-4B/NA | WestPac |
| 02 Mar 1955 | 21 Sep 1955 | CVG-19 | CVA 34 | AD-6 | WestPac |
| 09 Mar 1957 | 25 Aug 1957 | CVG-19 | CVA 10 | AD-6 | WestPac |
| 01 Nov 1958 | 18 Jun 1959 | CVG-19 | CVA 31 | AD-6 | WestPac |
| 21 Nov 1959 | 14 May 1960 | CVG-19 | CVA 31 | A4D-2 | WestPac |
| 26 Apr 1961 | 13 Dec 1961 | CVG-19 | CVA 31 | A4D-2N | WestPac |
| 12 Jul 1962 | 11 Feb 1963 | CVG-19 | CVA 31 | A-4C | WestPac |
| 28 Jan 1964 | 21 Nov 1964 | CVW-19 | CVA 31 | A-4C | WestPac/IO/Vietnam |
| 21 Apr 1965 | 13 Jan 1966 | CVW-19 | CVA 31 | A-4C | WestPac/Vietnam |
| 15 Oct 1966 | 29 May 1967 | CVW-19 | CVA 14 | A-4C | WestPac/Vietnam |
| 28 Dec 1967 | 17 Aug 1968 | CVW-19 | CVA 14 | A-4C | WestPac/Vietnam |
| 14 Apr 1969 | 17 Nov 1969 | CVW-19 | CVA 34 | A-4E | WestPac/Vietnam |
| 06 Nov 1970 | 17 Jul 1971 | CVW-11 | CVA 63 | A-7E | WestPac/Vietnam |
| 17 Feb 1972 | 28 Nov 1972 | CVW-11 | CVA 63 | A-7E | WestPac/Vietnam |
| 23 Nov 1973 | 09 Jul 1974 | CVW-11 | CV 63 | A-7E | WestPac/IO |
| 21 May 1975 | 15 Dec 1975 | CVW-11 | CV 63 | A-7E | WestPac |
| 25 Oct 1977 | 15 May 1978 | CVW-11 | CV 63 | A-7E | WestPac |
| 13 Mar 1979 | 22 Sep 1979 | CVW-11 | CV 66 | A-7E | Med |
| 14 Apr 1981 | 12 Nov 1981 | CVW-11 | CV 66 | A-7E | Med/IO |
| 15 Jul 1983 | 29 Feb 1984 | CVW-9 | CV 61 | A-7E | Central America/ WestPac/IO |
| 09 Jan 1987 | 20 Mar 1987 | CVW-5 | CV 41§ | F/A-18A | WestPac§ |
| 23 Apr 1987 | 13 Jul 1987 | CVW-5 | CV 41 | F/A-18A | WestPac |
| 15 Oct 1987 | 12 Apr 1988 | CVW-5 | CV 41 | F/A-18A | WestPac/IO |
| 18 Oct 1988 | 09 Nov 1988 | CVW-5 | CV 41 | F/A-18A | WestPac |
| 21 Jan 1989 | 24 Feb 1989 | CVW-5 | CV 41 | F/A-18A | WestPac |
| 27 Feb 1989 | 09 Apr 1989 | CVW-5 | CV 41 | F/A-18A | WestPac |
| 31 May 1989 | 25 Jul 1989 | CVW-5 | CV 41 | F/A-18A | WestPac |
| 15 Aug 1989 | 11 Dec 1989 | CVW-5 | CV 41 | F/A-18A | WestPac/IO |
| 20 Feb 1990 | 06 Apr 1990 | CVW-5 | CV 41 | F/A-18A | WestPac |
| 02 Oct 1990 | 17 Apr 1991 | CVW-5 | CV 41 | F/A-18A | WestPac/IO/ Persian Gulf |

* The squadron departed Hawaii enroute to Eniwetok Atoll embarked on *Intrepid* (CV 11) and arrived there on 30 June 1944. On 9 July the squadron flew aboard *Lexington* (CV 16) in preparation for its combat deployment. The squadron's combat deployment ended on 23 November 1944 when they were transferred to *Enterprise* (CV 6) while at Ulithi Atoll. They arrived at Hawaii on 27 November and were transferred to *Long Island* (CVE 1) for the final leg of the return trip to the States, arriving at NAS San Diego on 14 December 1944.

† The squadron departed Hawaii enroute to Saipan embarked on *Hancock* (CV 19) and arrived there on 3 April 1946. On 20 April the squadron flew aboard *Antietam* (CV 36) for deployment to WestPac. During the squadron's deployment to WestPac it was temporarily shore based at Saipan on several occasions.

‡ The squadron and CVG-19 were relieved aboard *Princeton* (CV 37) by Carrier Air Group 19X. Squadron aircraft were transferred to VA-55. The officers were flown back to the States and the enlisted personnel were transferred to USAT *General Nelson M. Walker* for transportation back to NAS Alameda.

§ The squadron was permanently forward deployed and home ported in Japan. Consequently, all future deployments for the squadron will cover only those operations outside the home waters of Japan.



A formation of squadron A-7E Corsair IIs in low-visibility paint scheme, circa 1982–1983.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------------------------|------------------|------------------------|
| CVG-19/CVAG-19/ CVG-19/CVW-19* | A/B/NM† | 15 Aug 1943 |
| COMFAIRLEMOORE | | 01 Dec 1969 |
| CVW-11 | NH | 1970 |
| CVW-15 | NL | 18 Jan 1982 |
| COMLATWINGPAC | | 01 Oct 1982 |
| CVW-9 | NG | 12 Nov 1982 |
| COMLATWINGPAC | | 15 Sep 1984 |

Air Wing Assignments—Continued

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVW-5 | NF | 01 Jul 1986 |

* CVG-19 was redesignated CVAG-19 on 15 November 1946. On 1 September 1948 CVAG-19 was redesignated CVG-19. CVG-19 was redesignated CVW-19 when Carrier Air Groups (CVG) were redesignated Carrier Air Wings (CVW) on 20 December 1963.

† The tail code A was assigned to CVAG-19 on 12 December 1946 and changed to B on 4 August 1948. The tail code B was changed to NM in 1957. The effective date for this change was most likely the beginning of FY 58 (1 July 1957).



A squadron F/A-18A Hornet in flight, 1986. The aircraft has the tail code NM but the squadron was not assigned to CVW-19 when it received its Hornets.

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NAVE | 01 Jan 1970 | 30 Jun 1971 |
| PUC | 18 Jul 1944 | 05 Aug 1944 |
| | 06 Sep 1944 | 06 Nov 1944 |
| Campaign Medal | | |
| (Asiatic Pacific) | 18 Jul 1944 | 27 Aug 1944 |
| | 31 Aug 1944 | 14 Oct 1944 |
| | 10 Oct 1944 | 23 Nov 1944 |
| SASM | 02 Nov 1990 | 14 Mar 1991 |
| KLM | 17 Jan 1991 | 28 Feb 1991 |
| NUC | 05 Dec 1950 | 10 Aug 1951 |
| | 15 Apr 1952 | 18 Oct 1952 |
| | 28 Oct 1966 | 21 May 1967 |
| | 26 Jan 1968 | 23 Jul 1968 |
| | 07 Dec 1970 | 24 Jun 1971 |
| | 09 Mar 1972 | 04 Nov 1972 |
| | 17 Jan 1991 | 07 Feb 1991 |
| KPUC | 05 Dec 1950 | 10 Aug 1951 |
| KSM | 01 Dec 1950 | 31 May 1951 |
| | 14 Apr 1952 | 24 Apr 1952 |
| | 30 Apr 1952 | 21 Oct 1952 |
| AFEM | 03 Apr 1960 | 04 Apr 1960 |
| | 26 Apr 1960 | 27 Apr 1960 |
| | 22 May 1961 | 27 May 1961 |
| | 05 Mar 1964 | 13 Mar 1964 |
| | 12 May 1964 | 14 May 1964 |
| | 05 Jun 1964 | 10 Jun 1964 |
| | 13 Jun 1964 | 17 Jun 1964 |
| | 31 Aug 1964 | 06 Nov 1964 |
| | 14 Nov 1964 | 21 Nov 1964 |
| | 26 May 1965 | 03 Jun 1965 |
| | 17 Mar 1968 | 21 Mar 1968 |
| | 17 Sep 1969 | |
| | 28 Sep 1969 | 04 Oct 1969 |
| MUC | 05 May 1969 | 03 Nov 1969 |
| | 01 Jan 1987 | 30 Jun 1988 |
| | 07 Sep 1989 | 25 Oct 1989 |
| NEM | 09 May 1981 | 18 Oct 1981 |
| RVNGC | 19 Oct 1965 | 20 Oct 1965 |
| | 23 Oct 1965 | 28 Oct 1965 |
| | 22 Nov 1965 | |
| | 24 Nov 1965 | |
| | 06 Dec 1965 | |
| | 15 Nov 1966 | 16 Nov 1966 |
| | 20 Nov 1966 | 21 Nov 1966 |
| | 06 Dec 1966 | |
| | 15 Dec 1966 | |
| | 06 Jan 1967 | |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| | 09 Jan 1967 | |
| | 30 Jan 1967 | |
| | 21 Feb 1967 | |
| | 25 Feb 1967 | |
| | 03 Mar 1967 | 04 Mar 1967 |
| | 06 Mar 1967 | 07 Mar 1967 |
| | 09 Mar 1967 | |
| | 30 Mar 1967 | |
| | 11 Apr 1967 | |
| | 15 Apr 1967 | |
| | 24 Apr 1967 | |
| | 26 Apr 1967 | |
| | 27 Jan 1968 | |
| | 31 Jan 1968 | 03 Feb 1968 |
| | 05 Feb 1968 | 03 Mar 1968 |
| | 27 Mar 1968 | 06 Apr 1968 |
| | 08 Apr 1968 | |
| | 26 Apr 1968 | |
| | 28 Apr 1968 | 01 May 1968 |
| | 08 May 1968 | |
| | 11 May 1968 | |
| | 31 May 1968 | |
| | 02 Jun 1968 | |
| | 17 May 1969 | 03 Jun 1969 |
| | 15 Jun 1969 | 30 Jun 1969 |
| VNSM | 18 Jul 1965 | 13 Aug 1965 |
| | 10 Sep 1965 | 01 Oct 1965 |
| | 08 Oct 1965 | 29 Oct 1965 |
| | 13 Nov 1965 | 17 Dec 1965 |
| | 12 Nov 1966 | 18 Dec 1966 |
| | 03 Jan 1967 | 07 Feb 1967 |
| | 13 Feb 1967 | 16 Mar 1967 |
| | 28 Mar 1967 | 28 Apr 1967 |
| | 25 Jan 1968 | 04 Mar 1968 |
| | 25 Mar 1968 | 08 Apr 1968 |
| | 16 Apr 1968 | |
| | 24 Apr 1968 | 12 May 1968 |
| | 20 May 1968 | 14 Jun 1968 |
| | 25 Jun 1968 | 23 Jul 1968 |
| | 05 May 1969 | 04 Jun 1969 |
| | 15 Jun 1969 | 01 Jul 1969 |
| | 12 Jul 1969 | 30 Jul 1969 |
| | 14 Aug 1969 | 12 Sep 1969 |
| | 08 Oct 1969 | 31 Oct 1969 |
| | 07 Dec 1970 | 30 Dec 1970 |
| | 12 Jan 1971 | 04 Feb 1971 |
| | 19 Feb 1971 | 01 Apr 1971 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> |
|-------------------|--|
| 09 Apr 1971 | 26 Apr 1971 |
| 03 May 1971 | 17 May 1971 |
| 29 May 1971 | 23 Jun 1971 |
| 08 Mar 1972 | 25 Mar 1972 |
| 03 Apr 1972 | 22 Apr 1972 |

Unit Awards Received—Continued

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> |
|-------------------|--|
| 01 Jun 1972 | 27 Jun 1972 |
| 07 Jul 1972 | 04 Aug 1972 |
| 14 Aug 1972 | 05 Sep 1972 |
| 15 Sep 1972 | 02 Oct 1972 |
| 12 Oct 1972 | 31 Oct 1972 |



A squadron F/A-18A Hornet assigned to CVW-5 aboard Midway (CV 41).

VFA-203

Lineage

Established as Attack Squadron TWO HUNDRED AND THREE (VA-203) on 1 July 1970.

Redesignated Strike Fighter Squadron TWO HUNDRED AND THREE (VFA-203) on 1 October 1989. The first squadron to be assigned the VA-203 and VFA-203 designation.

Squadron Insignia and Nickname



The squadron's one and only insignia, the Blue Dolphins. When the squadron was redesignated VFA the VA designation in the scroll was changed to VFA.

The squadron's insignia was approved by CNO on 24 October 1974. Colors for the blue dolphin are as follows: a dark blue border with the upper half of the background blue and the lower half red, separated by a dark blue line; dark blue dolphin with white markings; blue scroll with dark blue outlines and lettering.

Nickname: Blue Dolphins, 1971-present.

Chronology of Significant Events

1 Jul 1970: VA-203 was established as a reserve squadron under a new concept in the reorganization of the Naval Air Reserve Force. The reorganization was intended to make the reserves more compatible with active duty units and to increase the combat readiness of the Naval Air Reserve Force.

15–22 May 1972: The squadron deployed to NAS Oceana to participate in exercise Exotic Dancer V, designed to test multiservice operations under a unified command organization.

Feb 1980: The squadron participated in a combined NATO forces exercise conducted at NAS Bermuda called Safe Passage.

Home Port Assignments

| Location | Assignment Date |
|------------------|-----------------|
| NAS Jacksonville | 01 Jul 1970 |
| NAS Cecil Field | 01 Dec 1977 |

Commanding Officers

| | Date Assumed Command |
|-------------------------|----------------------|
| CDR Walter N. Vance III | 01 Jul 1970 |
| CDR James S. Bassett | 22 Jan 1972 |
| CDR Bobby S. Morgan | 29 Sep 1973 |
| LCDR Jimmie W. Seeley | 13 Sep 1975 |



A couple of squadron A-4L Skyhawks in flight, circa early 1970s.

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|----------------------------|-----------------------------|
| CDR F. Francis Hughes, Jr. | 20 Aug 1977 |
| CDR A. Anthony Isger | 21 Jul 1979 |
| CDR David A. Dollarhide | 21 Feb 1981 |
| CDR Jack C. Harris | 21 Aug 1982 |
| CDR George W. Weiler | 1984 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|-------------------------|-----------------------------|
| CDR Timothy G. Palmer | 24 Apr 1985 |
| CDR Thomas J. Verrengia | Jun 1986 |
| CDR Ray K. Waddell | 12 Dec 1987 |
| CDR Richard A. Bailey | 1989 |
| CDR William C. Bailey | 26 May 1990 |



A squadron A-7A Corsair II in flight, circa 1974–1977.

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| A-4L | Jul 1971 |
| A-7A | 05 Apr 1974 |
| A-7B | Aug 1977 |
| A-7E | 22 Sep 1983 |
| F/A-18 | 05 Nov 1989 |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVWR-20 | AF | 01 Jul 1970 |

A squadron F/A-18A Hornet at NAS Fallon, Nevada, May 1990 (Courtesy Robert Lawson Collection).



VFA-204

Lineage

Established as Attack Squadron TWO HUNDRED FOUR (VA-204) on 1 July 1970.

Redesignation Strike Fighter Squadron TWO HUNDRED FOUR (VFA-204) on 1 May 1991. It is the first squadron to be assigned the VA-204 and VFA-204 designation.



The squadron's River Rattlers insignia was approved by CNO in 1970.



When the squadron was redesignated, the VA designation in the insignia scroll was changed to VFA.

Squadron Insignia and Nickname

The squadron's insignia was approved by CNO on 31 August 1970. Colors for the insignia are: a yellow background outlined in red; white scroll outlined in red with blue lettering; green bomb outlined in black, with a yellow band on the nose and white markings on the fin; tan snake with green diamond and white markings, the underside of the snake is yellow with black markings; white fangs outlined in black; a red tongue with a dark pink mouth, outlined in red and a yellow eye with a red pupil; the entire snake is outlined in black.

Nickname: River Rattlers, 1970s-present.

Chronology of Significant Events

1 Jul 1970: VA-204 was a reserve squadron established as part of a reorganization intended to increase the combat readiness of the Naval Air Reserve Force.

May 1972: The squadron participated in exercise Exotic Dancer V, designed to test multiservice operations under a unified command organization.

Feb 1980: VA-204 participated in a combined NATO forces exercise conducted near NAS Bermuda called Safe Passage.

Home Port Assignments

| Location | Assignment Date |
|-----------------|-----------------|
| NAS Memphis | 01 Jul 1970 |
| NAS New Orleans | Jan 1978 |

Commanding Officers

| | Date Assumed Command |
|---------------------------|----------------------|
| CDR A. R. Scharff, Jr. | 01 Jul 1970 |
| CDR Theodore B. Hannah | 01 Jul 1972 |
| CDR Sidney C. Dabbs | 12 Jan 1974 |
| CDR Kenneth C. Juergens | 12 Jul 1975 |
| CDR James S. Greenwood | 15 Feb 1977 |
| CDR Norris J. Flagler | 23 Sep 1978 |
| CDR James A. Cook | 22 Mar 1980 |
| CDR Edwin R. Phelps III | 24 Oct 1981 |
| CDR Joseph A. Chronic | 08 Jan 1983 |
| CAPT Kenneth A. McCluskey | 14 Apr 1984 |
| CDR Donald R. Roesh | 02 Mar 1985 |
| CDR Robert O. Buschmann | 13 Sep 1986 |
| CDR Douglas R. Fischer | 19 Mar 1988 |
| CDR Keith R. LaFlair | Jul 1989 |
| CDR Ronald J. Roshelli | Jul 1990 |
| CDR D. L. Kloeppel | Jul 1991 |



A squadron A-4L Skyhawk comes in for a landing aboard Saratoga (CV 60).



A squadron A-7E Corsair II comes in for a landing, 1984.

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| A-4C | 01 Jul 1970 |
| A-4L | Aug 1970 |
| A-7B | 15 Mar 1978 |
| A-7E | Jun 1986 |
| F/A-18A | Apr 1991 |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVWR-20 | AF | 01 Jul 1970 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NAVE | 01 Jan 1984 | 31 Dec 1984 |



A squadron A-7E Corsair II flies over New Orleans, Louisiana, 1984.



A squadron F/A-18A Hornet, 1992 (Courtesy Robert Lawson Collection).

VFA-303

Lineage

Established as Attack Squadron THREE HUNDRED THREE (VA-303) on 1 July 1970.

Redesignated Strike Fighter Squadron THREE HUNDRED THREE (VFA-303) on 1 January 1984.

Disestablished on 31 December 1994. The first squadron to be assigned the VA-303 and VFA-303 designation.



The squadron's Golden Hawks insignia.

The squadron's insignia was approved by CNO on 23 February 1972. Colors for the hawk insignia are: a blue background outlined by two gold circles with white diamonds between the gold circles; white and red bridge; gold hawk with black markings and a red lightning bolt emanating from its beak; the Corsair II design is white; blue scrolls outlined in gold with gold lettering.

A modification to the above insignia was approved by CNO on 24 April 1984. The bridge design was replaced by brown mountains with white markings; the Corsair II design was replaced by a white hornet and the Attack Squadron 303 designation was changed to Strike Fighter Squadron 303. All the other colors remained the same as the previous insignia.

Following the redesignation of the squadron, the designation in the insignia scroll was changed to Strike Fighter Squadron 303.



Chronology of Significant Events

1 Jul 1970: VA-303, a reserve squadron, established as part of a reorganization of the reserves intended to increase the combat readiness of the Naval Air Reserve Force.

Apr 1971: VA-303 was the first reserve squadron to transition to the A-7A Corsair II.

Nov 1975: The squadron deployed aboard *Ranger* (CV 61) for the annual active duty training and as part

of CVWR-30's tactical air mobilization test and the operational readiness exercise/inspection to ensure the squadron was seaworthy and combat ready.

19 Oct 1985: VFA-303 was the first reserve squadron to transition to the F/A-18 Hornet.

25 Sep–20 Nov 1990: A detachment of the squadron's F/A-18 Hornets and personnel, along with VFA-305, joined CVW-11 aboard *Abraham Lincoln* (CVN 72) for her transit from Norfolk to Alameda, via Cape Horn.

Nov 1990: A detachment of squadron aircraft and personnel deployed to NWC China Lake in direct support of Operation Desert Shield. Provided critical real world electronic warfare test and evaluation missions requiring aircraft fully functional with electronic warfare, Harm missile and electronic countermeasure suites.

1993: In early 1993 the squadron added the roles of Adversary and Fleet Support to its primary mission.



A squadron A-4C Skyhawk, April 1971 (Courtesy Robert Lawson Collection).

Home Port Assignments

| Location | Assignment Date |
|-------------|-----------------|
| NAS Alameda | 01 Jul 1970 |
| NAS Lemoore | 01 Jan 1984 |

Commanding Officers

| | Date Assumed Command |
|--------------------------|----------------------|
| CDR William E. Nelson | 01 Jul 1970 |
| CDR Philip H. Benz | 17 Jul 1971 |
| CDR Olin A. Gray | 21 Jan 1973 |
| CDR Reid T. Melville | 14 Dec 1974 |
| CDR Alfred F. Talley | 19 Jun 1976 |
| CDR Thomas E. Gehman | 17 Jun 1978 |
| CDR Donald P. Smith | 21 Jun 1980 |
| CDR Harold Shorr | 1982 |
| CDR Richard A. Banks | 23 Jul 1983 |
| CDR Robert R. Greathouse | 1984 |
| CDR Jon L. Green | Oct 1985 |
| CDR Scott H. Davis | 11 Apr 1987 |



Two squadron A-7A Corsair IIs in flight, 1977.

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|------------------------|-----------------------------|
| CDR John S. Wood | 22 Oct 1988 |
| CDR Charles B. Askey | 19 May 1990 |
| CDR Barry C. Douglas | 18 May 1991 |
| CDR Ronald J. Smeltzer | 19 Sep 1992 |
| CDR Jeffrey L. Schram | 08 Jan 1994 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| A-4C | 01 Jul 1970 |
| A-7A | 05 Apr 1971 |
| A-7B | 11 Aug 1977 |
| F/A-18A | 19 Oct 1985 |

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVWR-30 | ND | 01 Jul 1970 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NAVE | 01 Jul 1971 | 31 Dec 1972 |
| | 01 Jan 1987 | 31 Dec 1987 |
| | 01 Jan 1989 | 31 Dec 1989 |
| | 01 Jan 1991 | 31 Dec 1991 |



A squadron F/A-18A Hornet comes in for a carrier landing, circa 1986.

VFA-305

Lineage

Established as Attack Squadron THREE HUNDRED FIVE (VA-305) on 1 July 1970.

Redesignated Strike Fighter Squadron THREE HUNDRED FIVE (VFA-305) on 1 January 1987.

Disestablished on 31 December 1994. The first squadron to be assigned the VA-305 and VFA-305 designation.



The dagger design was the squadron's first insignia.



In 1974, the squadron adopted a the wolf head insignia. The designation in the scroll was changed from Attack Squadron 305 to Strike Fighter Squadron 305 in 1987.

Squadron Insignia and Nickname

The squadron's first insignia was approved by CNO on 29 June 1971. Colors for the dagger insignia were: a gray background outlined in green; green diagonal stripes; gold dagger outlined in black; gray scroll outlined in green with black lettering.

A new insignia was adopted and approved by CNO on 3 January 1974. Colors for the wolf insignia are: a white background outlined in brown; green diagonal stripes outlined in brown; brown and white wolf's head, white and red eye, white mouth and teeth with a red tongue; white scroll outlined in brown with brown lettering.

Nicknames: The Hackers, 1971–1974.
 Lobos, 1974–1994.

Chronology of Significant Events

1 Jul 1970: VA-305, a reserve squadron, established as part of a reorganization of the reserves intended to increase the combat readiness of the Naval Air Reserve Force.

Nov 1976: The squadron deployed aboard *Ranger* (CV 61) for the annual active duty training and as part of CVWR-30's tactical air mobilization test and the operational readiness exercise/inspection to ensure the squadron was seaworthy and combat ready and as part of a congressional ordered Reserve Air Test.

25 Sep–20 Nov 1990: The squadron's deployment with CVW-11 aboard *Abraham Lincoln* (CVN 72) was the first total integration of a reserve squadron with an active duty air wing for a long deployment in support of a direct fleet operational requirements. Squadron personnel participated in exercises and officer exchanges with the armed forces of Argentina and Chile and also flew drug interdiction missions during the deployment.

1993: In 1993 the squadron added the roles of Adversary and Fleet Support to its primary mission.



A line of squadron A-4C Skyhawks, 1971.

Home Port Assignments

| Location | Assignment Date |
|------------------|-----------------|
| NAS Los Alamitos | 01 Jul 1970 |
| NAS Point Mugu | Jan 1971 |

A squadron A-7A Corsair II on a training flight, circa early 1970s.



Commanding Officers

| | <i>Date Assumed Command</i> |
|--------------------------|-----------------------------|
| CDR Steven B. Daggett | 01 Jul 1970 |
| CDR Louis F. Carson, Jr. | 09 Jan 1972 |
| CDR Earl L. Jackson, Jr. | 08 Jul 1973 |
| CDR Donald B. Norris | 1975 |
| CDR Ronald V. Boch | 1976 |
| CDR Louis E. Jones | 21 Jan 1978 |
| CDR Paul G. Giberson | 30 Sep 1979 |
| CDR Douglas L. Bailey | 25 Apr 1981 |
| CDR Jerry R. DeGiorgio | 24 Oct 1982 |
| CDR Robert W. Lind | 23 Jul 1984 |
| CDR Dennis J. Sapp | 23 Feb 1986 |
| CDR John P. Hazelrig | 19 Sep 1987 |
| CDR Jan D. Janiec | 23 Oct 1988 |

Commanding Officers—Continued

| | <i>Date Assumed Command</i> |
|--------------------------|-----------------------------|
| CDR John K. McGuire, Jr. | 21 Jul 1990 |
| CDR P. B. Sanwick | 20 Jul 1991 |
| CDR Steven R. Sewell | 14 Nov 1992 |
| CDR Barry E. Rainey | 12 Feb 1994 |

Aircraft Assignment

| <i>Type of Aircraft</i> | <i>Date Type First Received</i> |
|-------------------------|---------------------------------|
| A-4C | 01 Jul 1970 |
| A-4E | Dec 1971 |
| A-7A | 26 Jun 1972 |
| A-7B | 1978 |
| F/A-18A | Jan 1987 |



A formation of squadron A-7E Corsair IIs, 1984.

Major Overseas Deployments

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Type of Aircraft</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------|---|
| 25 Sep 1990 | 20 Nov 1990 | CVW-11 | CVN-72 | F/A-18A | East to West Coast Transit via Cape Horn |



A squadron F/A-18A Hornet touches down on Abraham Lincoln's (CVN 72) deck, October 1990.

Air Wing Assignments

| <i>Air Wing</i> | <i>Tail Code</i> | <i>Assignment Date</i> |
|-----------------|------------------|------------------------|
| CVWR-30 | ND | 01 Jul 1970 |
| CVW-11 | | Sep 1990 |
| CVWR-30 | ND | Dec 1990 |

Unit Awards Received

| <i>Unit Award</i> | <i>Inclusive Dates Covering Unit Award</i> | |
|-------------------|--|-------------|
| NAVE | 01 Oct 1976 | 30 Sep 1978 |
| | 01 Jan 1983 | 31 Dec 1983 |
| | 01 Jan 1990 | 31 Dec 1990 |
| MUC | Nov 1976 | Jan 1980 |



A squadron F/A-18A Hornet at Naval Air Warfare Center Weapons Division Point Mugu, California, 1993.

APPENDIX 1

Aircraft Data— Technical Information and Drawings

Compiled and written by

Dr. William J. Armstrong

Historian

Naval Air Systems Command

A-3 (A3D) Skywarrior

Early in the Second World War, the Navy began to explore the concept of a jet powered aircraft operating from carriers. Success encouraged further development of the concept, and early in the post war years the Navy began to consider jet power as a possible means of operating from carriers, aircraft that were large enough to provide a strategic bombing capability.

In January 1948, the Chief of Naval Operations issued a requirement to develop a long range, carrier-based attack plane that could deliver a 10,000 pound bomb load. The contract which the Navy awarded to the Douglas Aircraft Company on 29 September 1949

led to the development and production of the A3D Skywarrior. Unusually large for a carrier-based aircraft, the A3D quickly earned the nickname whale.

The Navy would never have a strategic bombing role in the defense of the United States, but the 282 Skywarriors which the Navy purchased served well in many roles. And as the last decade of the century began, the KA-3 and EA-3 soldiered on as tankers and electronic warfare aircraft.

| | |
|----------------------------|---------------------------|
| First contract | 29 September 1949 |
| First flight | 22 October 1952 |
| First reported in squadron | By VAH-1 on 31 March 1956 |
| Last delivery | January 1961 |
| Number accepted | 282 |



An A3D-1 Skywarrior, 1956.

***Model Designations Accepted from the
Manufacturer (New Builds)***

XA3D-1:

Experimental aircraft.

YA3D-1:

Prototype aircraft.

A3D-1 (redesignated A-3A):

The primary mission was attack of enemy surface targets. The A-3A had a conventional swept-wing structure, two turbo-jet engines, provisions for a three-man crew of pilot, bomber-assistant pilot and a gunner-navigator. There were provisions for twelve 4,500 pound thrust JATO bottles and for in-flight refueling. The airplane was a conventional swept-wing structure with an all metal wing and a semi-monocoque fuselage. The two turbo-jet engines were enclosed in under-wing nacelles. The tricycle landing gear, arresting gear, wing fold and tail fold mechanisms, single slotted wing flaps and power boost were operated by hydraulic power. The horizontal stabilizer was adjustable for trim in flight.

A3D-2 (redesignated A-3B):

At first designated A3D-1B, the A3D-2 differed from the A3D-1 by additional provisions for a fourth crew member. The leading edge slats were actuated automatically by aerodynamic loads. Anti-skid braking was provided. The JATO installation accommodated twelve 4,500 pound thrust bottles. In-flight refueling and tanker provisions were provided for the A3D-2. The following are technical specifications for the A-3B:

Weight:

| | |
|-----------------------|------------|
| Empty | 37,077 lbs |
| Basic | 37,545 lbs |
| Design | 55,942 lbs |
| Combat | 61,377 lbs |
| Max T.O. (Land) | 78,000 lbs |
| Max T.O. (Cat) | 73,000 lbs |
| Max landing (land) | 56,000 lbs |
| Max landing (carrier) | 49,000 lbs |

Dimensions:

| | |
|-----------|------------|
| Wing area | 770 sq ft |
| Wing span | 72.5 ft |
| M.A.C. | 140.14 in |
| Sweepback | 36 degrees |
| Length | 74.7 ft |
| Height | 22.8 ft |
| Tread | 10.4 ft |

Ordnance:

| | |
|-------|--|
| Bombs | twelve 500 pound G.P. six 1,000 pound G.P. eight 1,600 pound A.P. four 2,000 pound G.P. |
| Mines | twelve 500 pound Mk 50 |

six 1,000 pound Mk 36
four 2,000 pound Mk 25
two 2,000 pound Mk 10
six 1,000 pound Mk 52-1
twelve 374 pound Mk 53-0
four 2,000 pound XG-7
one 1,558 pound Mk 12
four 2,000 pound Mk 39-0

Special stores:

| | |
|---------------------|---|
| Guns/ammunition | two 20 mm (M3)/500 rounds per gun tail turret system Aero 21B |
| Radar bomb director | AN/ASB-1A |

Power plant:

Two J57-P10 Pratt & Whitney turbojet dual rotor, axial flow engines.

| | |
|----------|--------|
| Length | 158 in |
| Diameter | 41 in |

Electronics:

| | |
|----------------------|------------|
| Radio altimeter | AN/APN-22 |
| VOR homing | AN/ARN-14E |
| VHF trans-receiver | AN/ARC-27A |
| TACAN | AN/ARN-21 |
| HF trans-receiver | AN/ARC-38 |
| IFF transponder | AN/APX-6B |
| Interphone | AN/AIC-4A |
| Coder | AN/APA-89 |
| UHF direction finder | AN/ARA-25 |

A3D-2P (redesignated RA-3B):

The production version of the YA3D-2P. This reconnaissance aircraft carried a pressurized camera compartment with twelve camera stations. The compartment also housed camera controls, camera door controls and stowage for spare film magazines. The bomb bay accommodated photo-flash bombs and/or cartridges. Sighting equipment and view-finders were located in the cockpit.

A3D-2C (redesignated EA-3B):

The principal mission of the A3D-2Q was to search for enemy radar. Provisions were made for a crew of seven: pilot, navigator-assistant pilot, gunner-radioman and four ECM operators including an evaluator.

A3D-2T (redesignated TA-3B):

Trainer version.

Other Designations

A3D-1P (redesignated RA-3A):

Same as A-3A except equipped for photography.

A3D-1Q (EA-3A):

Same as A-3A except equipped for countermeasures. Bomb capabilities removed.

VA-3B:

Similar to EA-3B aircraft except certain readily detachable electronic equipments removed from cabin area and the installation of equipment necessary for personnel accommodations.

KA-3B:

Similar to A-3A aircraft except modified to a tanker capability.

EKA-3B:

Model A-3B aircraft configured for the TACOS (Tanker Aircraft/Countermeasures or Strike) mission.

NRA-3B:

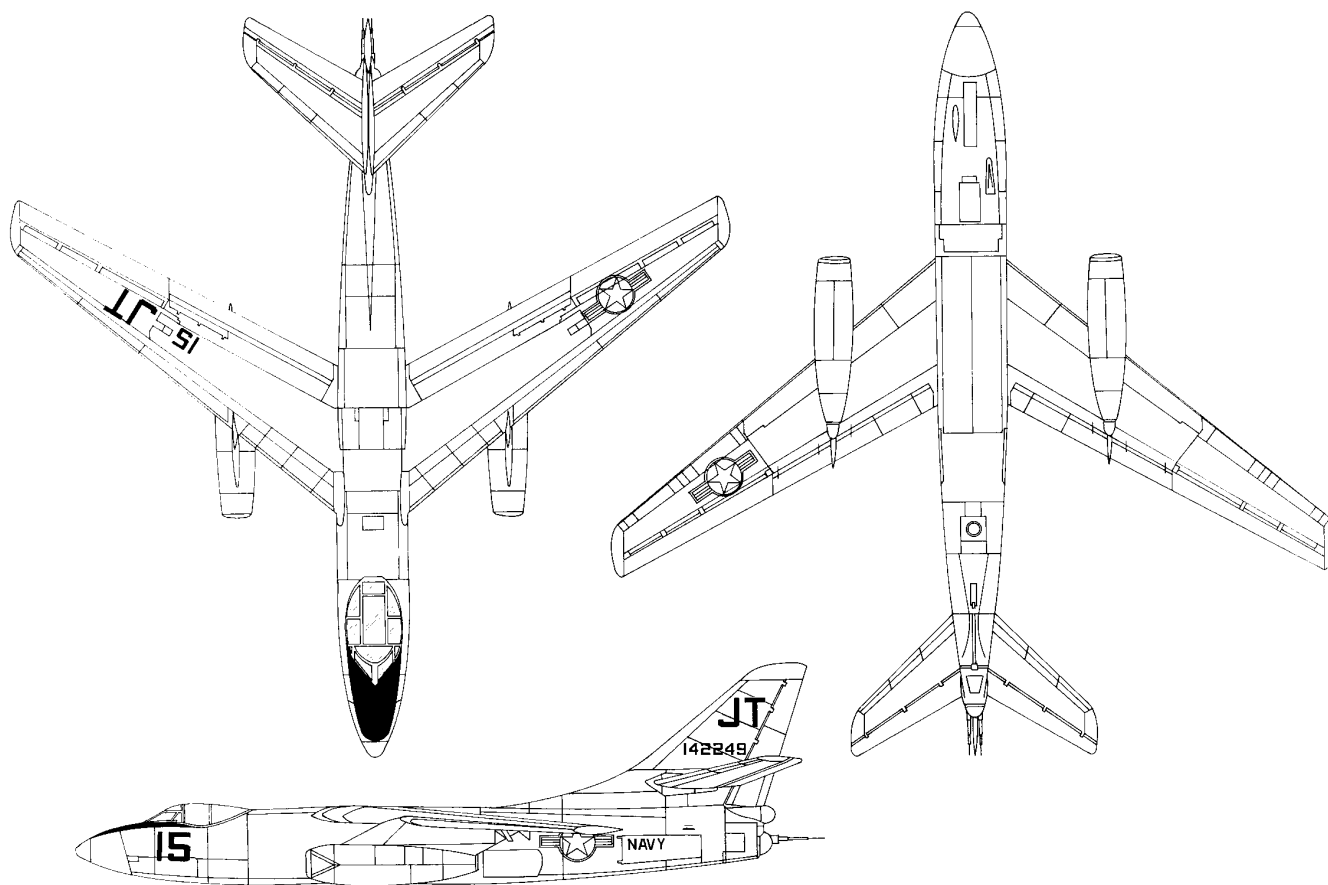
An A-3B equipped as test bed for Harpoon and Cruise missile guidance systems.

ERA-3B:

RA-3B modified to fleet electronic warfare support group configuration.

Bureau Numbers

| | |
|---------|----------------------------------|
| XA3D-1 | 125412-125413 |
| YA3D-1 | 130352 |
| A3D-1 | 130353-130363 |
| A3D-1 | 135407-135444 |
| A3D-2 | 138902-138976 |
| A3D-2 | 142236-142255 |
| YA3D-2P | 142256 (Aircraft never accepted) |
| A3D-2Q | 142257 (Aircraft never accepted) |
| A3D-2W | 142258 (Bureau number canceled) |
| A3D-2 | 142400-142407 |
| A3D-2 | 142630-142665 |
| A3D-2P | 142666-142669 |
| A3D-2Q | 142670-142673 |
| A3D-2 | 144626-144629 |
| A3D-2P | 144825-144847 |
| A3D-2Q | 144848-144855 |
| A3D-2T | 144856-144867 |
| A3D-2 | 147648-147668 |



Line drawings for an A-3 Skywarrior.

A4D (A-4) Skyhawk

By the early 1950s, jet power had matured to the point where the Navy became interested in using it for an attack aircraft. At that time, the AD Skyraider was the Navy's premier VA plane. The A4D Skyhawk (redesignated A-4) was the successor of the AD-1 Skyraider. Interdiction and close air support was what the aircraft was designed to do by the Douglas Company's aeronautical engineer, Mr. Ed Heinemann.

| | |
|----------------------------|-------------|
| First contract | 10 Sep 1952 |
| First flight | 22 Jun 1954 |
| First reported in squadron | 27 Sep 1956 |
| Last delivery | 27 Feb 1979 |
| Number accepted | 2,876 |



An XA4D-1 Skyhawk takes off on its maiden flight from Edwards AFB, California, June 1954.

Model Designations Accepted from the Manufacturer (New Builds)

Only one model will list the technical specifications for the aircraft. All the other models will only identify the specific changes resulting in a new model designation.

A4D-1 (Redesignated A-4A):

The A4D-1 was a single seat aircraft designed as a light weight, carrier-based, turbo-jet plane whose primary mission was the destruction of enemy ground and surface targets. The structure was a conventional all metal semi-monocoque type. Fitted with automatically operated wing slats and hydraulically operated split flaps. Folding wings were not provided. The following are the technical specifications for the A4D-1:

Dimensions:

| | |
|-----------|------------|
| Wing area | 260 sq ft |
| Wing span | 27 ft 6 in |
| Length | 39 ft 5 in |
| Height | 15 ft 7 in |

Weight:

| | |
|------------------------|------------|
| Empty | 8,286 lbs |
| Basic | 8,375 lbs |
| Design | 12,504 lbs |
| Combat | 11,702 lbs |
| Max Takeoff (Field) | 19,910 lbs |
| Max Takeoff (Catapult) | 19,910 lbs |
| Max Landing (Field) | 11,556 lbs |
| Max Landing (Arrest) | 11,556 lbs |

Ordnance:

Four 20 mm guns with 280 rounds on wing
Fire control: six Aero 14B racks on wing
Max load capacity 3,000 pounds

Electronics:

| | |
|-----------------|------------|
| UHF Comm | AN/ARC-27A |
| IFF | AN/APX-6 |
| IFF Coder | AN/APA-B9 |
| UHF ADF | AN/ARA-25 |
| TACAN (Backfit) | AN/ARN-21 |

Power Plant:

One Wright J65-W-4 axial flow engine.

A4D-2 (Redesignated A-4B):

The A4D-2 differed from the A4D-1 primarily by the incorporation of a pressure fueling-system, flight refueling provisions and a powered elevator system. One seat.

A4D-2N (Redesignated A-4C):

Improved A-4B with longer nose. One seat.

A4D-5 (Redesignated A-4E):

The A4D-5 was an A4D-2N with the J-52-P6 engine and two additional wing weapon stations. One crew.

A-4F:

Similar to A-4E but with J52-P-8A engine. ESCAPAC IC-3 ejection seat. One crew.

A-4G:

For Australian Navy.

A-4H:

For FMS.

A-4K:

For New Zealand.

A-4KU:

For FMS.

A-4M:

Similar to A-4F but with enlarged canopy. One crew.

A-4N:

For FMS.

Other Designations

TA-4B:

Small, single-seat, delta wing, carrier-based, attack aircraft with tricycle landing gear and in-flight refueling capability.

EA-4P:

TA-4F modified for ECM missions.

A-4L:

A-4C with new engine, winglift spoilers, Walleye and Shrike missile capability, and improved avionics.

OA-4M:

A-4M modified for use by Marine Corps in high speed reconnaissance and tactical air control.

A-4S:

A-4B aircraft for use by Singapore.

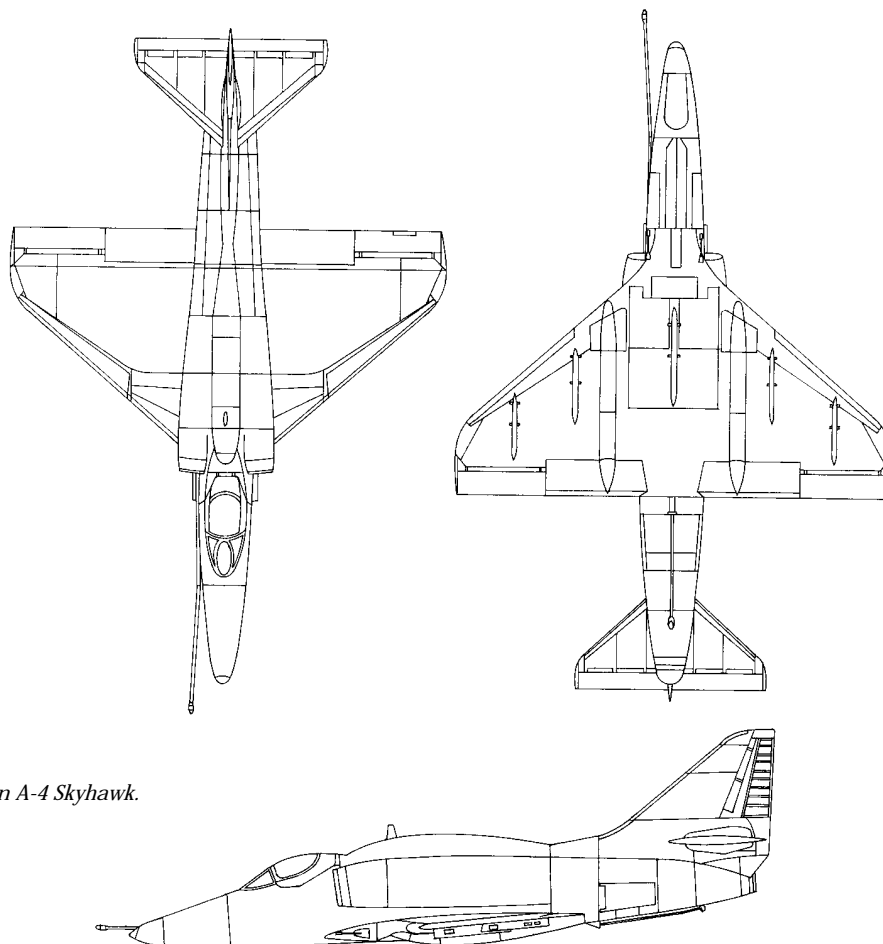
TA-4S:

Trainer version of the A-4S.

| | |
|--------|--|
| A-4E | 151984-152100 |
| TA-4E | 152102-152106 |
| A-4F | 152101, 154172-154286, 154970-155069 |
| TA-4F | 152846-152878, 153459-153531, 153660-153690, 154287-154343, 154614-151657 |
| A-4G | 154903-154910 |
| TA-4G | 154911-154912 |
| A-4H | 155242-155289, 157395-157428, 157918-157925 |
| TA-4H | 157429-157134, 157926-157929 |
| TA-4J | 155070-155119, 156891-156950, 158073-158147, 158453-158527, 158712-158723, 159099-159104, 159546-159556, 153795-159798 |
| A-4K | 157904-157913 |
| TA-4K | 157914-157917 |
| A-4KU | 160180-160209 |
| TA-4KU | 160210-160215 |
| A-4M | 158148-158136, 158412-158435, 159470-159493, 159778-159794, 160022-160045, 160241-160264 |
| A-4N | 158726-158746, 159035-153052, 159075-159098, 159349-159350, 159515-159545, 159799-159824 |
| A4D-5 | 149647-149666, 149959-150438, 151022-151261 |

Bureau Numbers

| | |
|--------|---|
| XA4D-1 | 137812 |
| A4D-1 | 137813-137831, 139919-139970, 142142-142235 |
| - | 142082-142141, 142116-142423, 142674-142953, 144868-145061 |
| A4D-2N | 145062-145146, 146460-146692, 147669-147819, 148304-148317, 148465-148614, 149487-149646, 150581-150600 |
| A4D-3 | 145147-145156 |



Line drawings for an A-4 Skyhawk.

A3J (A-5) Vigilante

The two aircraft that rank as the heaviest the Navy ever deployed aboard carrier are the A-3 Skywarrior and the A-5 Vigilante. Designed by North American to be a supersonic, allweather, strategic bomber, the Vigilante began life as the A3J and was redesignated A-5 in the general redesignation of Defense Department airplanes that occurred in 1962. The contractor referred to this design as the “North American General Purpose Attack Weapon” (NAGPAW). The first contract for this aircraft was awarded to North American by the Navy on 29 August 1956. Its first flight occurred two years later on 31 August 1958. Technical difficulties and strategic priorities prevented the A3J from ever serving in its intended role, but it did find a valuable place as a reconnaissance aircraft. The Vigilante was first reported in squadron by VAH-3 in June 1961, and completed its final deployment in September 1979. A total of 156 Vigilantes were bought.



A YA3J-1 Vigilante takes off, circa late 1950s.

Model Designations Accepted from the Manufacturer (New Builds)

YA3J-1:

Prototype version of the A3J-1.

A3J-1 (redesignated A-5A):

| | |
|--------------|------------|
| Crew | two |
| Length | 76 ft 6 in |
| Span: | |
| Open | 53 ft |
| Folded | 42 ft |
| Wing area | 700 sq ft |
| Height: | |
| Tail upright | 19 ft |
| Tail folded | 14 ft 6 in |

Weight:

| | |
|--------------|---|
| Empty | 32,714 lbs |
| Combat | 47,530 lbs |
| Combat Range | 1,750 nm to 2,270 nm |
| Engines | two 17,000 lbs General Electric J79-8 or two 15,690 lbs General Electric J79-2 |
| Ordnance | Internal stores including special weapons Two wing stations for external stores. |

A3J-2 (redesignated A-5B):

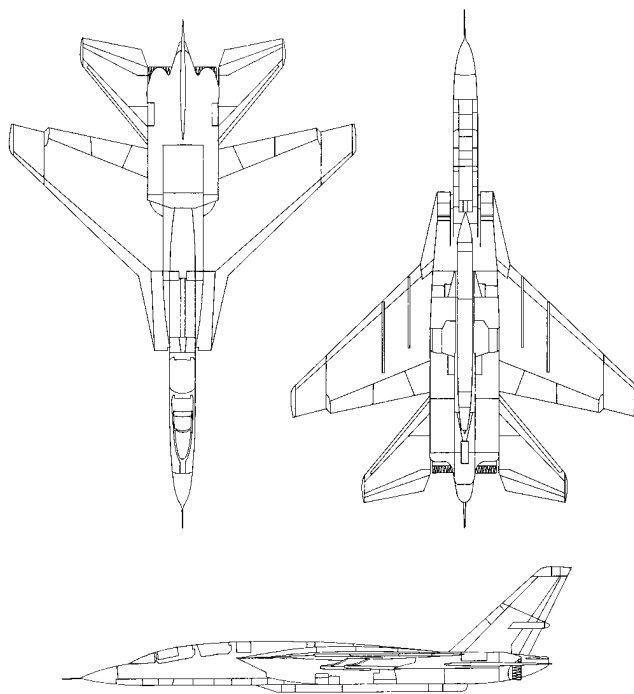
Greater fuel capacity and two additional wing stations for ordnance.

A3J-3P (redesignated RA-5C):

Same as A-5B but equipped with day and night panoramic cameras that could scan horizon to horizon. Also equipped with cameras for still photography. Electronic systems included jamming and intelligence gathering capabilities.

Bureau Numbers

| | |
|--------|------------------------------|
| YA3J-1 | 145157-145158 |
| A3J-1 | 147850-147863 |
| A3J-1 | 148924-148923 |
| A3J-1 | 149276-149299 |
| A3J-2 | 149300-149305 |
| A3J-3P | 149306-149317 |
| A3J-3P | 150823-150842 |
| RA-5C | 151615-151634 |
| RA-5C | 151726-151728 |
| RA-5C | 151962-151969 (all canceled) |
| RA-5C | 156608-156653 |



Line drawings for an A3J (A-5) Vigilante.

A-6 Intruder

The Navy's experience with jet aircraft in the Korean conflict led to a requirement for a low-level attack bomber that could deliver ordnance against moving and fixed sea and land targets in all-weather and darkness. It was to be subsonic and capable of delivering nuclear as well as conventional ordnance thus being useful in both nuclear retaliatory and conventional conflicts. The Chief of Naval Operations issued the operational requirement (CA-01504) for this aircraft on 2 October 1956. On 5 March 1957 the Navy announced its intention to conduct a design competition for an aircraft that would meet the operational requirement. Eight manufacturers submitted eleven designs to this competition. The Navy selected the Grumman design. The aircraft that Grumman produced was a swept-wing two-place plane with exceptional loitering ability that could fly under enemy radar and carry greater and more varied stores than any naval attack aircraft of its time. It was powered by two Pratt & Whitney J-52 P-6 turbojet engines each with 8,500 pounds of thrust. The Intruder made its first flight 19 April 1960 as the A2F-1, a designation that became A-6A in the Department of Defense's uniform designation system.

| | |
|------------------------------|-------------------------------|
| First contract | 26 March 1959 |
| First flight | 19 April 1960 |
| First reported in squadron | February 1963 (A-6A in VA-42) |
| Initial operating capability | February 1963 |
| Number accepted | 687 |

Model Designations Accepted from the Manufacturer (New Builds)

A-6A:

Originally designated A2F-1 and changed to A-6A in the DOD uniform designation system, this aircraft was first accepted by the Navy in February 1963 by VA-42. At light weights it could operate from short unprepared fields in close support of ground troops; at higher weights it could operate from catapult on long range special weapon strikes against heavily defended fixed targets. The A-6A had an attack-navigation and central digital computer system to find targets in all moving conditions.

EA-6A:

The original designation of the EA-6A was A2F-1Q. This aircraft retained a portion of the A-6A's attack capability but gave up much of its bombing and navigation equipment to make space for antennas to convert the attack plane into an effective electronic warfare aircraft.

A-6B:

The A-6B was a version of the A-6A design produced to meet the special wartime need of destroying ground-based anti-aircraft defenses. The A-6B was equipped to carry the Standard Anti-Radiation Missile (ARM) and had emitter location sensors.

KA-6D:

A-6A modified for use as aerial refueling tanker.

A-6E:

The Navy began to develop this version of the



An early A2F-1 Intruder in flight, circa early 1960s.

Intruder in the late 1960s. The first production deliveries were made in 1971. The A-6E was intended to reduce the necessary maintenance on the aircraft by increasing the reliability of its equipment and support. There were also improvements in the search and track radar, the computer and armament control equipment. The A-6E program involved new production A-6E's and the modification of A-6A's to the -6E configuration. The latter resulted in converting 240 A-6As to A-6Es.

A-6E TRAM:

The Target Recognition Attack Multisensor (TRAM) configuration of the A-6E greatly improved the aircraft's capability. Introduced in 1976, the TRAM version was equipped with a laser ranger and designator, a laser spot tracker and high resolution infrared sensor. The crew was able to view television quality images of their targets by day or night. The TRAM sensors greatly improve both ballistic and visual bombing accuracy. The TRAM version is equipped to launch laser-guided bombs and missiles. The TRAM's ASN-92 CAINS inertial navigation system gave the crew greater reliability and accuracy than was possible with the ASN-31. The TRAM version also had an Automatic Carrier Landing System (ACLS) and the Approach Power Compensator to provide totally automatic landing aboard carrier.

Specifications for the A-6E are as follows:

| | |
|--------------------------|--|
| Length | 54 ft 9 in |
| Span | 53 ft |
| Height | 16 ft 3 in |
| Height with wings folded | 21 ft 11 in |
| Weight | 26,896 pounds empty 60,400 pounds gross |
| Crew | 2 |
| Speed | Over 500 knots |
| Engines | 2 Pratt & Whitney 9,300 lb J52-P-8 |
| Ordnance | Five external store positions. Maximum load of 17,280 pounds |

Other Designations (Modifications of existing airframes)

A-6C:

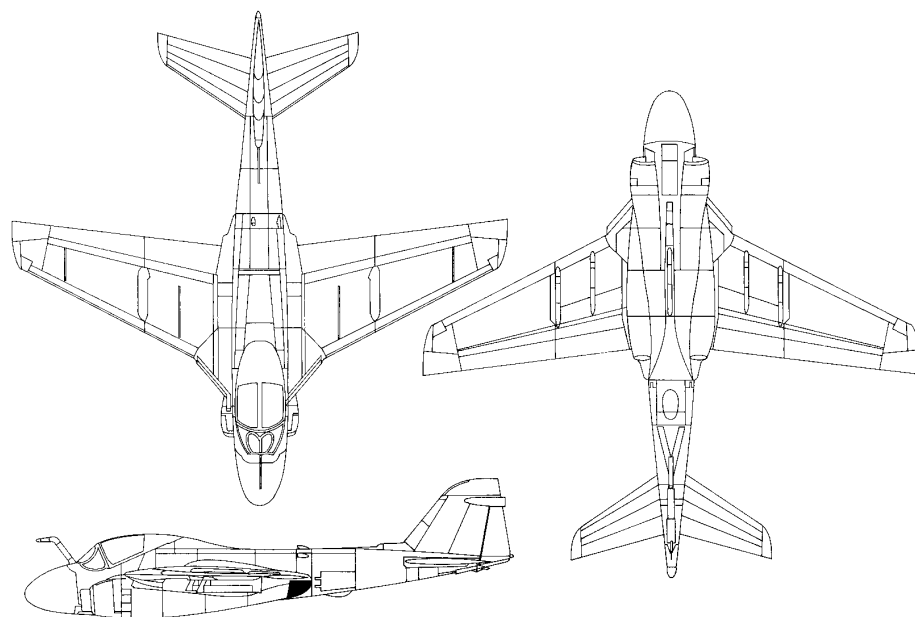
The A-6C was another special version of the A-6A produced to meet a wartime necessity. It was equipped with infrared sensors and Low Light Level Television (LLLT). The A-6C was known by the acronym TRIM which described the aircraft's mission as Trails, Roads Interdiction Multi-sensor. The A-6C's sensors were meant to detect the enemy's supply depots and truck traffic in Southeast Asia.

JA-6A:

A-6A modified as a test-bed for Circulation Control Wing research and development.

Bureau Numbers

| | |
|--------|--|
| A2F-1 | 147861-147867, 148615-148626, 149475-149486, 149935-149958, 151558-151594 |
| A2F-IQ | 151595-151612 |
| A-6A | 151780-151827, 152583-152646, 152891-152964, 154124-154171, 155137-155190, 155581-155721, 156994-157029, 158041-158052, 160421-160431 |
| A-6B | 154046-154099 |
| KA-6D | 158053-158072 |
| A-6E | 158041-158052, 158528-158539, 158787-158798, 159174-159185, 159309-159317, 159567-159581, 159895-159906, 160421-160431, 160993-160998, 161082-161093, 161100-161114, 161230-161241, 161659-161694, 161886-161897, 163520-163530 |



Line drawings for an A-6 Intruder.

A-7 Corsair II

In May 1963, the Navy began a design competition for a light-attack, carrier-based aircraft to replace the Douglas A-4E Skyhawk. The new aircraft was to carry a larger ordnance payload than the Skyhawk and fly a greater combat radius. Vought, Douglas, Grumman, and North American responded to the Navy's invitation to bid. Vought was selected as the winner in February 1964. In March, the designation A-7A was approved for the new aircraft. The proposal by Vought engineers was based on their F-8 Crusader but without that fighter's adjustable wing incidence. It was to incorporate the Pratt & Whitney TF30-P-6 turbo-fan engine which had been developed for the F-111. The engine for the A-7, however, was not to have an afterburner. By using a proven design and engine, development of the A-7 was greatly accelerated over what it would have been if both airframe and powerplant were entirely new concepts.

The following are significant dates for the A-7:

The first flight occurred on 27 September 1965, and an A-7A Corsair II was delivered to VA-174 on 13 October 1966.

Carrier trials began aboard *America* (CVA 66) in November 1966.

Carrier trials ended with the final acceptance trials at sea aboard *Constellation* (CVA 64) in March 1967.

First tactical unit, VA-147 was established February 1967 and the second, VA-87, was established in June 1967.

First operational squadron deployed aboard *Ranger* (CVA 61) in November 1967.

CDR James C. Hill, writing in *Proceedings*, states that his squadron, VA-147, was established February 1967 and the A-7 "deployed into the combat environment of Southeast Asia on 4 November."

First A-7 combat action was December 1967, flown by VA-147 from *Ranger* (CVA 61).

Model Designations Accepted from Manufacturer (New Builds)

A-7A:

A single-place, carrier-based, light attack, subsonic, medium range aircraft, the A-7A was powered by the Pratt & Whitney TF30-P-6 engine and designed to provide high attack utility and flexibility for close support and interdiction missions by virtue of a large number of external store stations to provide ordnance loading capacity and freedom of ordnance choice. A large internal fuel capacity made external fuel unnecessary for most missions while retaining maximum number of stations for armament. The A-7A's combat range was not less than 1,180 nautical miles with an average cruising speed never under 390 knots. The aircraft had an excellent overload capability in terms of wind-over-deck requirements, flying qualities and structural integrity. Features to expedite maintenance and airplane turnaround were important A-7A design characteristics. The A-7A was designed with a fixed wing incidence and a high-lift system composed of leading edge flaps and single slotted trailing edge flaps. Lateral control was provided by outboard ailerons and inboard spoilers.

A-7B:

Similar to A-7A except with improved engine, a Pratt & Whitney TF30-P-8 or -408, instead of the TF30-P-6 used in the A-7A. Also, variable position flaps, not found in the A-7A, were incorporated in the A-7B.

A-7C:

Initially intended to be a two-seat training version of the A-7B. When this plan was not pursued, the A-7C designation served as a "stop-gap" assigned to those aircraft accepted with the improvements intended for aircraft accepted as A-7E but lacking the Rolls Royce TF41-A-2 engine intended for the A-7E. All A-7Cs were powered by either the Pratt & Whitney TF30-P-8 or -408.



An early A-7A Corsair II in flight, circa mid-1960s.

A-7D:

For U.S. Air Force.

A-7E:

Made its combat debut when VA-146 and VA-147 deployed in April 1970 in *America* (CVA 66). The A-7E was similar to A-7B but with improved naval weapons delivery system, the AVQ-7B Head-Up Display, the ASN-91 Tactical Computer, the APQ-126 Forward Looking Radar, the ASN-90 Inertial Measurement Set and one 20 mm M61A1 gun instead of two 20 mm MK-12 guns. All A-7Es were powered by the Rolls Royce TF41-A-2 engine built, with modifications under license by Allison division of General Motors. The TF41, a non-afterburner engine, had a thrust of 15,000 pounds which was a considerable increase over the TF30-P-8 and -408. Specifications for the A-7E are as follows:

Wing:

| | |
|---------------------------------------|------------|
| Area | 375 sq ft |
| Maximum span | 38.73 ft |
| Folded span | 23.77 ft |
| Aspect ratio | 4 |
| Sweep 1/4 chord | 35° |
| MGC | 130.08 in |
| Length | 46.13 ft |
| Height | 16.06 ft |
| Maximum tread | 9.49 ft |
| Weight (with TF41-A-2 engine): | |
| Empty | 18,546 lbs |
| Basic | 19,576 lbs |
| Design | 29,575 lbs |
| Combat (Clean A/P) | 25,834 lbs |
| Maximum takeoff (Overload) | 42,000 lbs |
| Maximum takeoff (Normal) | 37,279 lbs |
| Maximum landing (Carrier) | 25,300 lbs |

Ordnance:

One 20 mm aircraft gun, M61.
Two fuselage pylons for missiles.
Six wing-mounted pylons with total capacity of 19,000 pounds.

A-7H:

For Greece.

TA-7H:

Two-seat trainer version of A-7H for Greece.

A-7K:

Two-seat A-7D for U.S. Air Force.

Other Designations**TA-7C:**

Two-seat trainer version, converted from A-7B and A-7C.

A-7G:

Designation of aircraft for Switzerland. Never delivered.

EA-7L:

Converted from TA-7C; modified to FEWSG configurations.

A-7P:

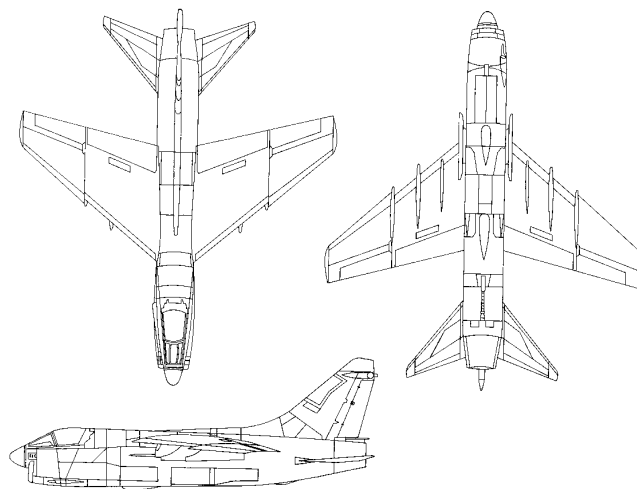
For Portugal, converted from A-7A.

TA-7P:

Two-seat trainer version for Portugal, converted from A-7A.

Bureau Numbers

| | |
|-------|--|
| YA-7A | 152580-152582 |
| A-7A | 152647-152685 |
| A-7A | 153134-153273 |
| A-7A | 154344-154360 |
| A-7A | 154913-154929 (Deliveries canceled) |
| A-7B | 154361-154573 (Deliveries of 154557-154573 canceled) |
| A-7B | 156178-156417 (Deliveries canceled) |
| A-7C | 156734-156800 |
| A-7E | 156801-156890 |
| A-7E | 157435-157648 (Deliveries of 157595-157648 canceled) |
| A-7E | 158002-158028 |
| A-7E | 158652-158681 |
| A-7E | 158819-158842 |
| A-7E | 159261-159308 |
| A-7E | 159638-159661 |
| A-7E | 159668-159679 |
| A-7E | 159967-160006 |
| A-7E | 160537-160566 |
| A-7E | 160613-160618 |
| A-7E | 160710-160739 |
| A-7E | 160857-160886 (Deliveries of 160881-160886 canceled) |
| A-7H | 159622-159667 |
| A-7H | 159913-159966 |
| TA-7H | 161218-161222 |



Line drawings for an A-7 Corsair II.

AD (A-1) Skyraider

During World War II the Navy began looking for a new dive-bomber torpedo aircraft to meet its changing tactical and operational requirements. Several planes, among them the AD's direct predecessor, the SB2D/BTD, were developed by the Bureau of Aeronautics. Design difficulties and over-weight problems, however, ultimately led to a decision not to produce the SB2D/BTD. This in turn led to a new design which incorporated the good features of the SB2D/BTD while overcoming its inherent difficulties.

The AD series (later redesignated A-1) that emerged from the combined efforts of the Bureau of Aeronautics and Douglas, who was the contractor, had two particularly significant design aspects. First, great emphasis was placed on the importance of the stringent weight control policy. Secondly, the standard bulky, heavy bomb displacing gear was replaced by a light, explosive device which literally blew the bomb clear. In comparison with the most advanced operational dive-bombers in 1945, the AD's initial design compared most favorably with a 27 percent greater top speed and a capability of carrying up to 4,000 pounds of either bombs or torpedoes.

| | |
|----------------------------|-------------|
| First contract | 6 Jul 1944 |
| First flight | 18 Mar 1945 |
| First reported in squadron | 6 Dec 1946 |
| Last delivery | Mar 1957 |
| Last reported in squadron | 31 Dec 1971 |
| Number accepted | 3,180 |

Model Designations Accepted from the Manufacturer (New Builds)

Only one model will list the technical specifications for the aircraft. All the other models will only identify the specific changes resulting in a new model designation.

AD-1:

The initial single seat version of the Skyraider was powered by a 2,500 hp Wright R-3350-24W engine. Its details were as follows:

| | |
|----------------|------------|
| Weight empty | 10,508 lbs |
| Gross (Scout) | 13,924 lbs |
| Gross (Bomber) | 18,030 lbs |

Dimensions:

| | |
|-----------|------------|
| Wing span | 50 ft |
| Length | 38 ft 4 in |
| Height | 17 ft 6 in |

Ordnance on Fuselage:

| | |
|------------|---------------|
| Bombs | one 2,000 lbs |
| Depth bomb | one 650 lbs |
| Mine | one 2,000 lbs |
| Torpedo | one MK 13-3 |

Ordnance on Wings:

| | |
|-------------|------------------------|
| Bombs | two 2,000 lbs |
| Depth Bombs | two 650 lbs |
| Mines | two 1,000 lbs |
| Rockets | two 11.75 in. Tiny Tim |
| | twelve HVAR |
| Torpedo | two MK 13-3 |
| Guns | two 20 mm (M3) |

AD-1Q:

AD-1 with countermeasures unit.



An XBT2D-1 in flight. This was the first designation assigned to the AD Skyraider.

AD-2:

Powered with the improved 2,700 hp Wright R-3350-26W engine.

AD-2Q:

AD-2 with countermeasures equipment.

AD-3:

Stronger fuselage, improved landing gear, new canopy design.

AD-3N:

Equipped for night attack.

AD-3Q:

Countermeasures equipment improved and relocated to provide better operation and crew comfort.

AD-3W:

Airborne early warning equipment.

AD-4:

The AD-4 was equipped with a strengthened landing gear, improved radar, G-2 compass, anti-G suit provisions, 4-20 mm cannon, and Aero 14 rocket launchers capable of carrying up to 50 pounds of bombs.

AD-4W:

Airborne early warning equipment.

AD-1N:

The primary mission of the AD-4N airplane was night attack and radar countermeasures.

AD-4Q:

Countermeasures equipment.

AD-5 (Redesignated A-1E):

A redesign of the aircraft. The AD-5 incorporated side by side seating for an assistant pilot. The revised crew arrangement facilitated all-weather operation and permitted utilization for long range navigation, radar search, spotting and observation, air support coordination, instrument training, pilot familiarization and other operations requiring a second crew member. Controls, armament and tactical equipment were located for single pilot operation. A single dive brake was provided for dive bombing and maneuvering control. The AD-5 could be converted rapidly aboard a carrier for operation as a passenger, cargo, ambulance or long range airplane by installation of appropriate conversion kits supplied as alternate equipment.

AD-5N (Redesignated A-1G):

Night attack version with radar countermeasures.

AD-5W (Redesignated EA-1E):

Airborne early warning version.

AD-6 (Redesignated A-1H):

The single-place airplane is conventional in design and structure, landing gear, canopy, flaps, wing folding and three fuselage dive brakes are operated hydraulically. Capable of low level bombing, the cen-

terline bomb station of the AD-6 was capable of carrying external stores up to 3500 pounds weight and 30 inches diameter. A combination 14 and 30 inch suspension bomb ejector was installed. A bomb director suitable for either high or low altitude bombing was also installed.

AD-7 (Redesignated A-1J):

The improvements in the AD-7 over its predecessors include the use of the R-3350-26WB engine and structural improvements in the wing to improve fatigue life.

Other Designations

AD-1U:

AD-1 with radar countermeasures and tow target equipment. Deletion of armament and water injection equipment.

XAD-1W:

AD-1 with airborne early warning equipment. AD-3W prototype.

XAD-2:

Similar to XBT2D-1 except engine, increased fuel capacity.

AD-2N:

Equipped for night operations.

AD-2U:

AD-2 with radar countermeasure and tow target equipment. Deletion of armament and water injection equipment.

XAD-3E:

AD-3W modified for submarine search. Aeroproducts propeller.

AD-2W:

AD-2 with airborne early warning equipment.

AD-4L:

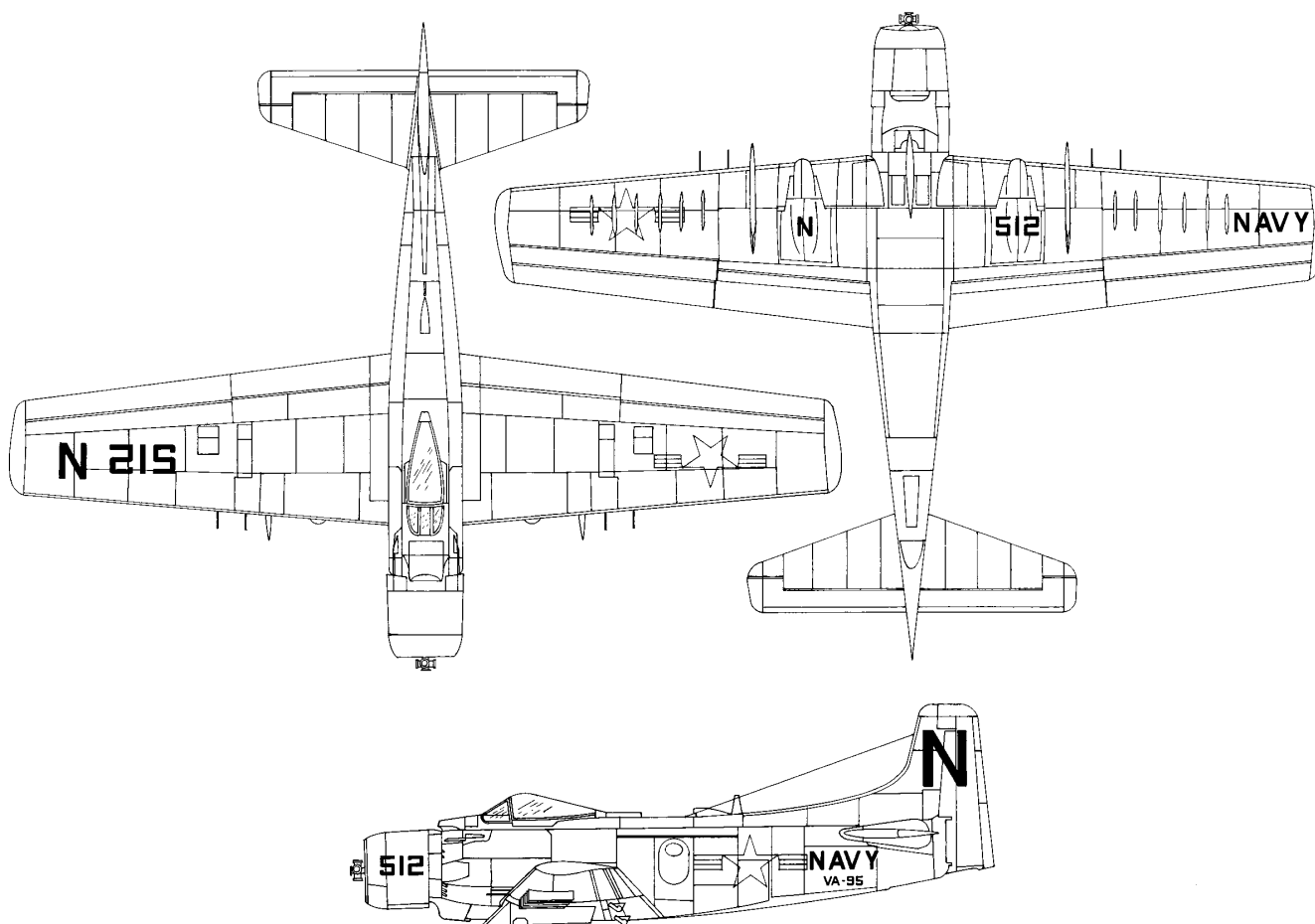
AD-4 equipped for winterized version.

Bureau Numbers

The Navy ordered the AD under the designation BT2D indicating that it was the second bomber torpedo aircraft which Douglas had designed for the Navy. The designation was later changed to A to reflect the Navy's decision to adopt the letter A in its designation system to the replace the older system of T, B, SB indicating assault aircraft and the intention to combine these missions in one aircraft.

| | |
|----------|---------------------------------|
| XBT2D-1 | 09085-09095, 09097, 09100-09106 |
| XBT2D-1W | 09107 |
| XBT2D-1P | 09096 |
| XBT2D-1Q | 09109 |
| XBT2D-1N | 09098-09099 |
| XAD-2 | 09108 |
| AD-1 | 09110-09351, 21742-22006 |

| | | | |
|--------|--|--------|---|
| AD-1Q | 09352-09392 (09387-09392 canceled) | AD-4NL | 124725-124760 |
| AD-2 | 122210-122365 | AD-4Q | 124037-124075 |
| AD-2Q | 122366-122372, 122374-122387 | AD-4W | 124076-124127, 124761-124777, 125765-125782, 126836-126875, 127921-127961 |
| AD-2QU | 122373 | XAD-5 | 124006 |
| AD-3 | 122729-122852 | AD-5 | 132392-132476, 132478, 132637-132728, (132687-132728 canceled) 133854-134004 (133930-134004 canceled), (134076-134233 canceled) |
| AD-3E | 122906-122907 | AD-5N | 132477, 132480-132636, 134974-135053, (135055-135138 canceled) |
| AD-3N | 122908-122909, 122912-122922 | AD-5Q | 135054 |
| AD-3Q | 122854-122876 | AD-5S | 132479 |
| AD-3S | 122910-122911 | AD-5W | 132729-132792 (132731-132792 canceled), 133757-133776, 135139-135222, (138535-138568 canceled), 139556-139605 |
| AD-3W | 122877-122905 | AD-6 | 134466-134637, 135223-135406, 137492-137632, 139606-139821, 142010-142081 |
| AD-4 | 122853, 123771-124005 (124007-124036 canceled), 127844-127853, 127861-127865, 127873-127879, 128917-128936, 128944-128970, 128979-129016 | XAD-7 | (142010 canceled) |
| AD-4B | 127854-127860, 127866-127872, 128937-128943, 128971-128978, 132227-132391, (134005-134018 canceled) | AD-7 | 142011-142081, (142546-142629 canceled) (143050-143133 canceled) |
| AD-4N | 124128-124156, 124725-124760, 125707-125741, 126876-126902, 126926-126946, 126970-126987, 127011-127018, 127880-127920 | | |
| AD-4NA | 125742-125764, 126903-126925, 126947-126969, 126988-127010 | | |



Line drawings for an AD (A-1) Skyraider.

AF Guardian

The genesis of the Guardian begins in the late months of World War II as Grumman developed plans to replace the TBF Avenger. The normal continuation of the designation, TB2F, was used on a design for a two-engine aircraft that never was built but the designation was recognized by the Navy. The design which the Navy ordered in February 1945 was a single engine attack aircraft designated XTB3F. Because of the designation change of all Navy attack aircraft to "A" the TB3F entered squadron service in October 1950 as the AF. The aircraft was intended to work in hunter-killer pairs composed of an AF-2S and AF-2W.

| | |
|--------------------------------|------------------|
| First contract | 19 February 1945 |
| First flight | December 1946 |
| First reported in squadron | 18 October 1950 |
| Last delivery | April 1953 |
| Last reported in squadron | 31 August 1955 |
| Initial operational capability | October 1950 |
| Number accepted | 389 |



An AF-2S Guardian in flight, June 1950.

Model Designations Accepted from the Manufacturer (New Builds)

XTB3F-1

XTB3F-2S

AF-2W

AF-2S

AF-3S

AF-2S (Mission and Description):

The AF-2S was the production development of the XTB3F-2S. Its primary mission was to attack enemy submarines after being directed to the target's position by the AF-2W. The AF-2S laid down a pattern of sonobuoys to determine exact location of the enemy submarine after which it launched its sonic-directed torpedo to complete the attack. Rockets and depth

bombs could be carried to augment the attack. The AF-2S was a three-place plane for operation ashore or aboard carriers. It was conventional in design and structure with an all-metal two spar wing and a semi-monocoque fuselage. Landing gear, slotted flaps, wing folding mechanism and pilot's canopy were hydraulically operated. Ailerons were of sealed balance type with spring tabs and one trim tab. Rudder had a combination trim and four to one ratio balance tab. Elevators were interconnected, one equipped with a spring tab and the other with a trim tab. Power plant installation was conventional with steel tube mount.

Specifications for the AF-2S are as follows:

| | |
|-----------------|-------------------------------|
| Power plant | One Pratt & Whitney R-2800-48 |
| Weight: | |
| Empty | 14,658 lbs |
| Basic | 15,336 lbs |
| Design | 19,200lbs |
| Combat | 18,123 lbs |
| Maximum Takeoff | 23,015 lbs |
| Maximum Landing | 22,500 lbs |

Dimensions:

| | |
|--------|------------|
| Wing | |
| Area | 549 sq ft |
| Span | 60 ft |
| Length | 43 ft 5 in |
| Height | 16 ft 7 in |
| Tread | 14 ft 5 in |

Ordnance:

- Bomb bay
 - 1 Mk 41 Torpedo
 - 1 Mk 34 Torpedo
 - 1 Mk 24 Torpedo
 - 1 Mk 24 Mine could be substituted for either the Mk 41 or the Mk 34 Torpedo.
- 4 Wing Points (inboard and mid-wing)
 - Six 5-inch HPAG or HVAR Rockets.
 - Four 3.5 inch aircraft rockets.
 - Four Mk 54 depth bombs.
 - Three AN/SSQ-1 Sonobuoys.
 - Two dispensers of AN/SSQ-2 Sonobuoys and Mk 5 drift signals (nine each).
- Two releasable fuel tanks, 75 or 150 gallons each.

Fire control:

- 1 Mk 23-6 Bombsight mounted on a Mk 41-3 periscope.
- 1 Mk 8-8 Gun sight.

Maximum bomb capacity: 3,700 lbs

Cameras:

- 1 AN-N6A, Gun
- 1 K-25A, Reconnaissance

AN/AVQ-2 Searchlight on starboard outboard wingpoint.

AN/APS-31 Radar on port outboard wingpoint.

Combat range 795–990 nautical miles

AF-2W (Mission and Description):

The AF-2W was the production development of the XTB3F-1S. Its mission was radar search for submarines.

After detecting an underwater craft the AF-2W would direct its companion aircraft, the AF-2S onto the target to launch an attack. The AF-2W was a four-place aircraft for operation ashore and aboard carriers. The airplane was conventional in design and structure with an all metal two-spar wing and a semi-monocoque fuselage. The landing gear, slotted flaps, wing folding mechanism, and pilot's canopy were hydraulically operated. Ailerons were of the sealed balance type with spring tabs and one trim tab. Rudder had a combination trim and 4 to 1 ratio balance tab. Elevators were interconnected, one equipped with a spring tab and the other with a trim tab. Power plant installation was conventional with steel tube mount.

Specifications for the AF-2W are as follows:

Power plant One Pratt and Whitney
R-2800-48

Weight:
Empty 15,858 lbs
Basic 16,037 lbs
Design 19,200 lbs
Combat 18,629 lbs
Maximum takeoff 21,802 lbs
Maximum landing 21,500 lbs

Dimensions:
Wing
Area 549 sq ft
Span 60 ft
Length 43 ft 5 in
Height 16 ft 7 in
Tread 14 ft 5 in

Ordnance:

None

Electronics:

VHF Communication AN/ARC-28
UHF Communication (Dual) AN/ARC-27
MHF Liaison AN/ARC-2
Interphone AN/AIC-4 or AN/AIC-4A
Homing AN/ARR-2A and AN/ARN-21

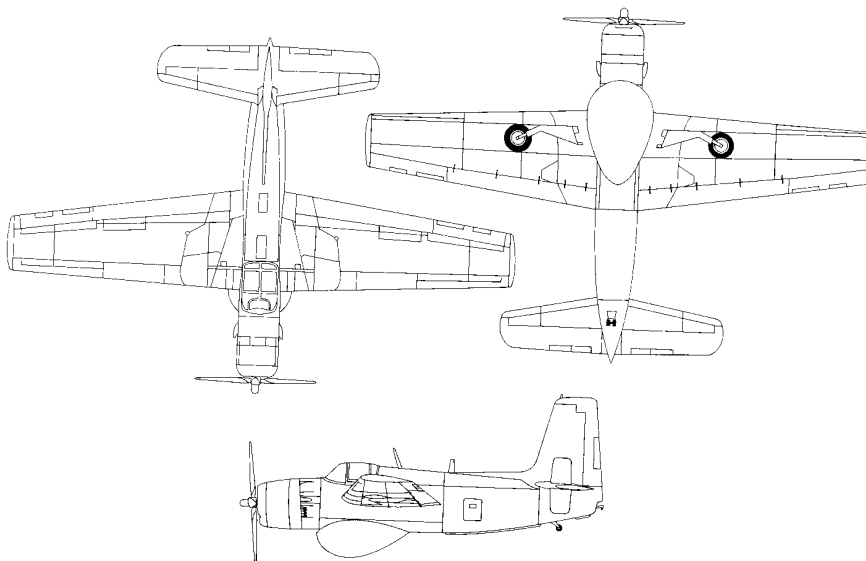
Radar Altimeter AN/APN-1 or AN/APN-22
Range Receiver R-23A/ARC-5
Radar Countermeasures AN/APR-9B and AN/APA-70C
Radar AN/APS-20C
Speed Control Kit AN/APS-20
Radar Receiving Set AN/APR-12
Radar Relay Transmitter AN/ART-26 or AN/ART-28
Ground Position Indicator AN/APA-57A or AN/APA-57C or AN/APA-81
IFF AN/APX-2 or AN/APX-2A or AN/APX-6 or AN/APX-7
Combat Range: 750-1,315 nautical miles

AF-3S (Mission and Description):

Same as the AF-2S but with MAD gear installed.

Bureau Numbers

| | |
|----------|---------------------------------------|
| XTB3F-1 | 90504 |
| XTB3F-2S | 90505 |
| XTB3F-1S | 90506 (XTB3F-1S canceled) |
| AF-2S | 123088-123116 (Even numbers to AF-2S) |
| AF-2W | 123089-123117 (Odd numbers to AF-2W) |
| AF-2W | 124187-124209 (Odd numbers to AF-2W) |
| AF-2S | 124188-124210 (Even numbers to AF-2S) |
| AF-2S | 124778-124848 (Even numbers to AF-2S) |
| AF-2W | 124779-124849 (Odd numbers to AF-2W) |
| AF-2S | 126720-126737 |
| AF-2W | 126738-126755 |
| AF-2S | 126756-126821 |
| AF-2W | 126822-126835 |
| AF-2S | 129196-129242 |
| AF-3S | 129243-129257 |
| AF-2W | 129258-129299 |
| AF-3S | 130364-130388 |
| AF-2W | 130389-130404 |



Line drawings for an AF Guardian.

AJ (A-2) Savage

On 24 June 1946, the Navy awarded North American a contract to build the aircraft that would become the AJ Savage. Intended as a carrier based bomber, the AJ was first reported in squadron service by VC-5 on 13 September 1949. It was eventually redesignated A-2.

| | |
|----------------------------|---|
| First contract | 26 June 1946 |
| First flight | 3 July 1948 |
| First reported in squadron | 13 Sept 1949 |
| Last delivery | June 1954 |
| Last reported in squadron | An AJ-2P by VAP-62 and VCP-61 in January 1960 |
| Number Accepted | 143 |



An AJ-2 Savage.

Models Accepted from the Manufacturer (New Builds)

XAJ-1:

Experimental version.

AJ-1 (Redesignated A-2A):

Crew of three in pressurized cockpit. Wing contained slotted flaps. Power boost system for ailerons, elevators, and rudder.

Weights:

| | |
|------------------|------------|
| Empty | 27,558 lbs |
| Basic | 27,938 lbs |
| Design | 47,000 lbs |
| Combat | 35,742 lbs |
| Maximum take off | 50,954 lbs |
| Maximum Landing | 41,300 lbs |

Power plant:

Two Pratt & Whitney R-2800 44W propellers on wings.
One Allison J-33-A-1 turbojet in tail.

Dimensions:

| | |
|-----------|------------|
| Wing area | 836 sq ft |
| Wing span | 71 ft 5 in |
| Length | 63 ft 1 in |
| Height | 20 ft 5 in |

Ordnance:

| | |
|-----------------------|------------|
| Guns | None |
| Maximum Bomb Capacity | 12,000 lbs |

AJ-2:

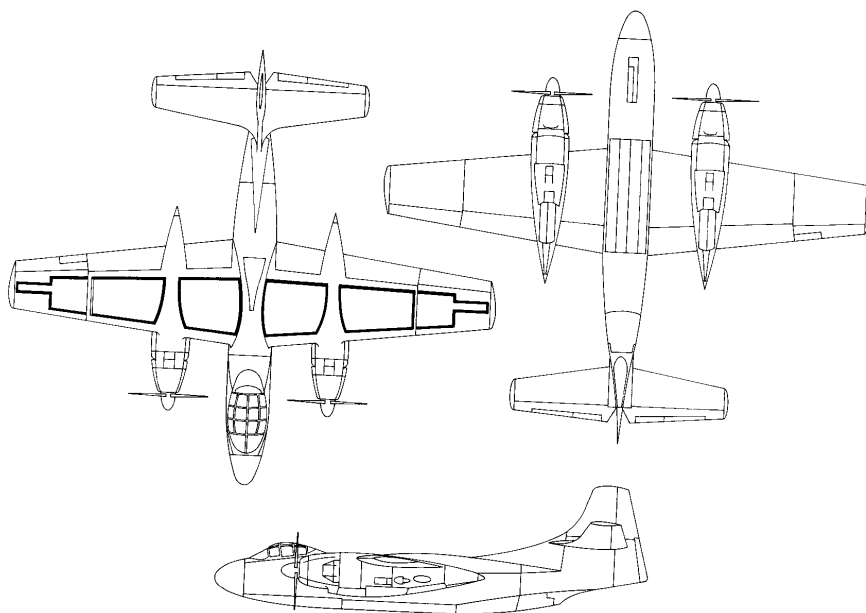
The AJ-1 with two Pratt & Whitney R-2800-48 and one Allison J33-A-10 engine. Fuel capacity was increased over that of AJ-1.

AJ-2P:

AJ-2 aircraft with nose redesigned to accommodate cameras.

Bureau Numbers

| | |
|-------|---------------|
| XAJ-1 | 121460-121462 |
| AJ-1 | 122590-122601 |
| AJ-1 | 124157-124186 |
| AJ-1 | 124850-124864 |
| AJ-2P | 128043-128051 |
| AJ-2P | 129185-129195 |
| AJ-2 | 130405-130421 |
| AJ-2P | 130422-130425 |
| AJ-2 | 134035-134072 |
| AJ-2P | 134073-134075 |



Line drawings for an AJ Savage.

AM Mauler

Improvements in engines and aircraft design led the Navy to abandon its old system of using different aircraft such as SB for Scout Bomber and TB for Torpedo Bomber and to combine these missions in one aircraft. The Douglas Company's BT2D was an example of an aircraft that was to combine the bombing and torpedo launching functions in one airframe. The Martin Company's BTM was designed in the same spirit. Eventually the old system of designation reflected the

changes when the letter A for Attack replaced S (Scout), B (Bomber) and T (Torpedo). The BT2D served virtually all its life as the AD and later A-1. The BTM is remembered as the AM Mauler.

| | |
|----------------------------|------------------------------------|
| First contract | 14 January 1944 |
| First flight | 26 August 1944 |
| First reported in squadron | 1 March 1948 |
| Last delivery | October 1949 |
| Last reported in squadron | An AM-1Q on 1 October 1950 by VC-4 |
| Number Accepted | 152 |



An AM-1 Mauler in flight carrying a full load of ordnance, March 1949.

Models Accepted from the Manufacturer (New Builds)

XBTM-1:

Experimental model of the AM-1.

AM-1

Torpedo and dive bomber, also for use in scouting missions. All bombs, mines, torpedoes, rockets, etc. were carried externally on three pylons on wings and fuselage. Provision for radar on right wing pylon. One crew. Structure was conventional, all-metal. Split dive brakes interlocked with landing flaps. Capable

of carrying incendiary and fragmentation clusters and smoke tanks.

Weight:

| | |
|------------------|---|
| Empty | 15,100 lbs |
| Basic | 15,830 lbs |
| Design | 19,450 lbs |
| Combat | 20,083 lbs |
| Maximum take off | 25,000 lbs |
| Maximum landing | 17,950 lbs on carrier. 20,600 lbs on land. |

Power plant One Pratt & Whitney R-4360-4W.
Dimensions:

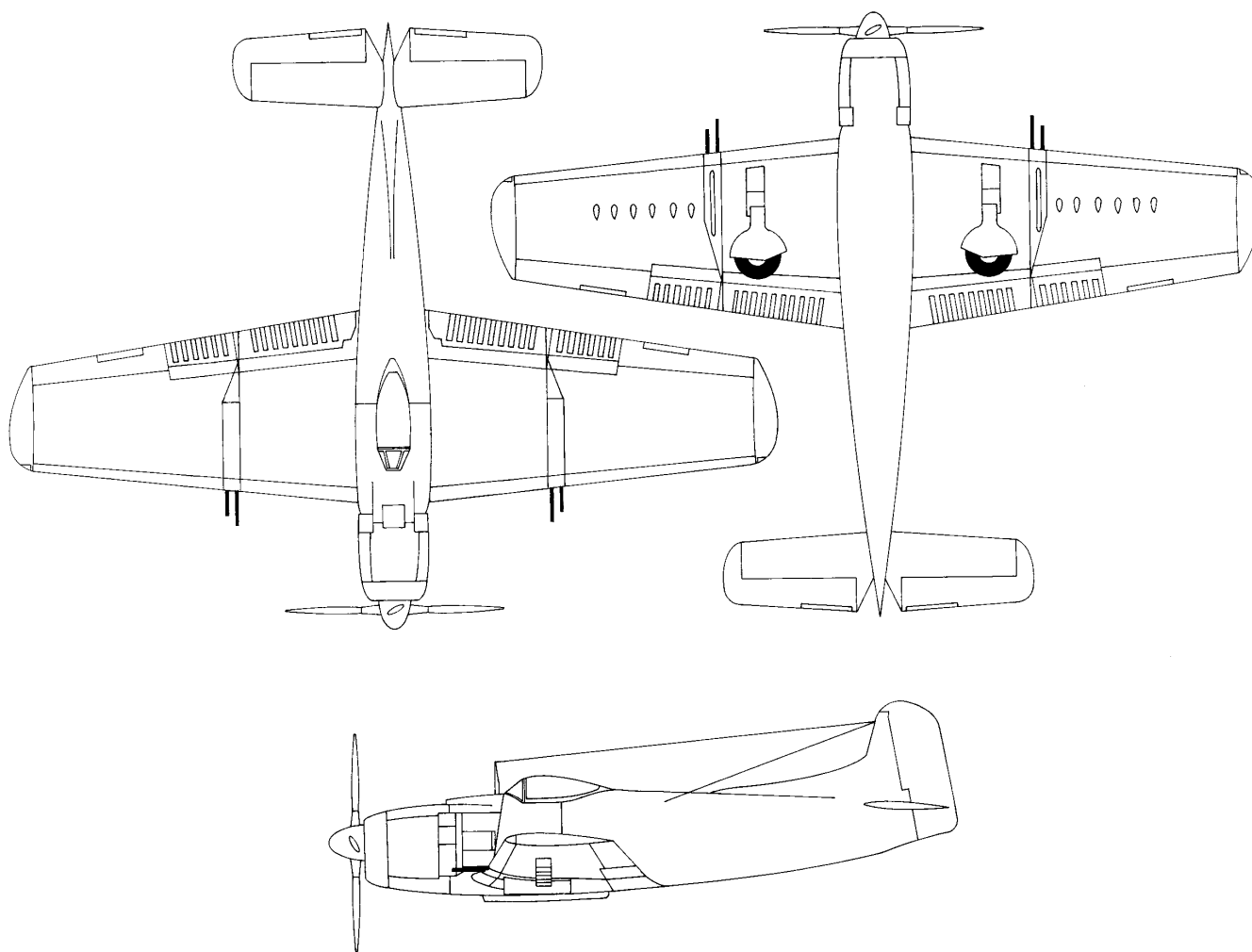
Wing area 496 sq ft
Wing span 50 ft 1 3/8 in
Length 41 ft 8 13/16 in
Height 16 ft 10 5/8 in
Ordnance:
Guns four 20 mm (M3) with 800 rounds
Maximum Bomb
Capacity 6,000 lbs

AM-1Q:

Equipped for radar countermeasures.

Bureau Numbers

| | |
|--------|---------------|
| XBTM-1 | 85161-85162 |
| AM-1 | 22257-22295 |
| AM-1Q | 22296 |
| AM-1 | 22297-22345 |
| AM-1Q | 22346-22355 |
| AM-1 | 22356-22856 |
| AM-1Q | 122388-122393 |
| AM-1 | 122394-122437 |



Line drawings for an AM Mauler.

BG

An attack biplane capable of delivering a 1,000 pound bomb, the BG was the only aircraft that the Great Lakes Corporation designed and produced for the U.S. Navy. Other Great Lakes aircraft which the Navy used include the TG-1 and TG-2, both of which were variations of Martin's T4M. Great Lakes won the contract for the BG on 13 June 1932. The aircraft made its first flight the following summer. Eventually, the Navy accepted 61 of these planes. They remained in squadron use until June 1941.



An XBG-1, June 1933.

Models Accepted

XBG-1:

Experimental version of the BG-1.

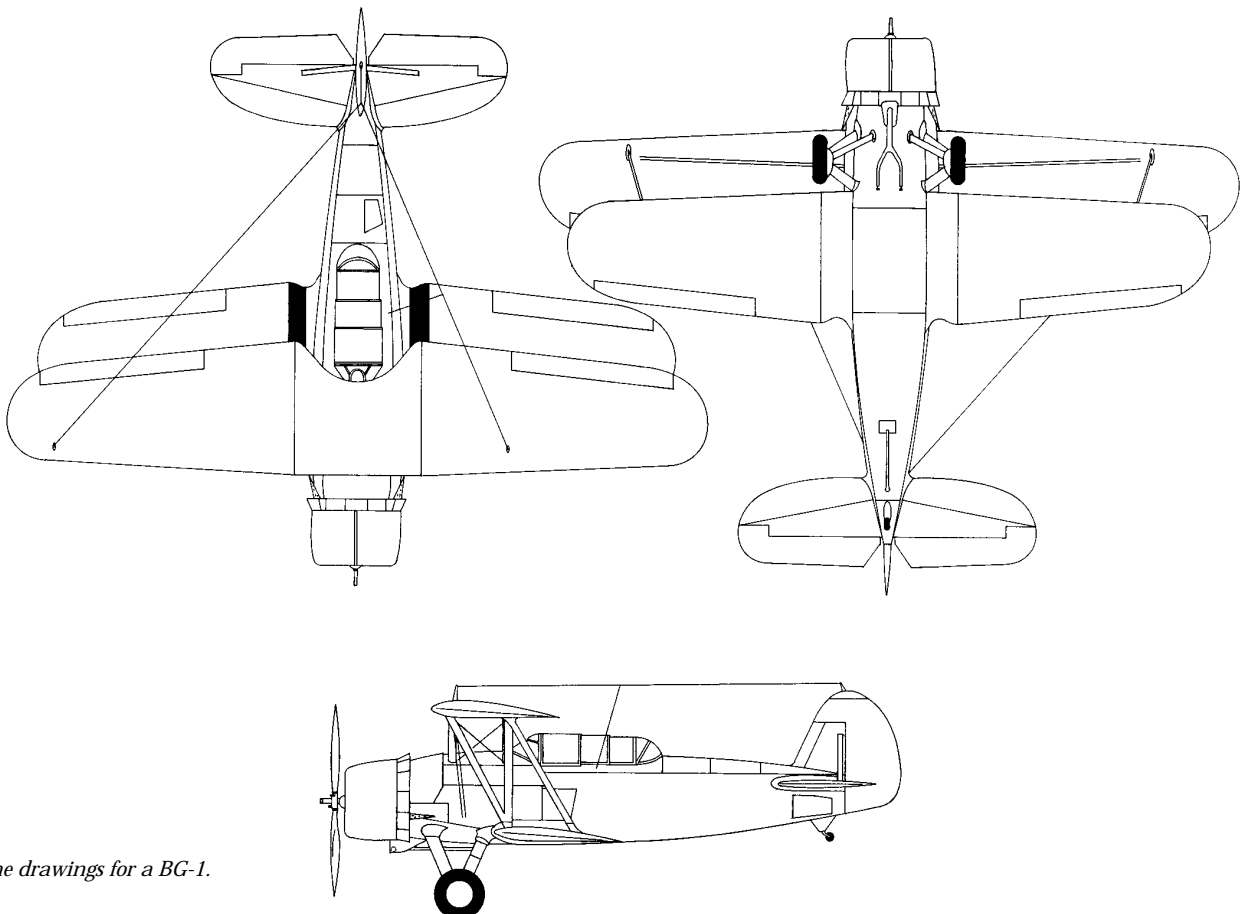
BG-1:

| | |
|-----------|-------------|
| Crew | two |
| Length | 28 ft 9 in |
| Height | 11 ft |
| Span: | |
| upper | 36 ft |
| lower | 33 ft 8 in |
| Wing area | 383.8 sq ft |
| Weights: | |
| gross | 6,349 lbs |

| | |
|-----------|--------------------------------------|
| Range | 550 statute miles |
| Engine | one Pratt & Whitney 750 hp R-1535-82 |
| Ordnance: | |
| bomb | up to 1,000 lbs |
| guns | one .30 fixed forward firing |
| | one .30 flexible in rear cockpit |

Bureau Numbers

| | |
|-------|-----------|
| XBG-1 | 9220 |
| XBG-1 | 9494-9520 |
| BG-1 | 9534-9550 |
| BG-1 | 9840-9855 |



Line drawings for a BG-1.

BM

On 13 June 1928 the Navy awarded the Martin Company a contract to build a biplane dive bomber that could handle a torpedo as well as a thousand pound bomb. It would be the first Navy dive bomber that could carry a payload this large. Martin built the prototype to Bureau of Aeronautics Design 77 under the designation XT5M-1. To provide costing data the Naval Aircraft Factory also built a prototype and designated it the XT2N-1. Martin's XT5M-1 first flew in the spring of 1929. The production version was designated BM-1 and was first accepted by a squadron (VT-1S) in October 1932. Besides the XT5M-1, the Navy accepted 33 BMs from Martin and the XT2N-1 from the Naval Aircraft Factory.

Models Accepted from the Manufacturer (New Builds)

XT5M-1:

Prototype of the BM-1.

XBM-1:

Built by Martin for use by the National Advisory Committee for Aeronautics (NACA). This aircraft was not an experimental version of the BM in the usual sense; its X indicated that it would be used experimentally by NACA.

BM-1:

| | |
|-----------|--------------|
| Crew | Two |
| Length | 28 ft 4 in |
| Height | 12 ft 3 in |
| Span: | |
| upper | 41 ft |
| lower | 40 ft |
| Wing area | 435.8 sq. ft |
| Weights: | |
| gross | 6,183 lbs |
| useful | 2,559 lbs |



A BM-1.

| | |
|-----------|---|
| Range | 415 nautical miles |
| Engine | One 600 hp Pratt & Whitney R-1690-44 |
| Ordnance: | |
| bomb | one 1,000 pounder |
| guns | one .30 fixed synchronized mounted within the fuselage to the right of the centerline. one .30 flexible gun in rear cockpit. |

BM-2:

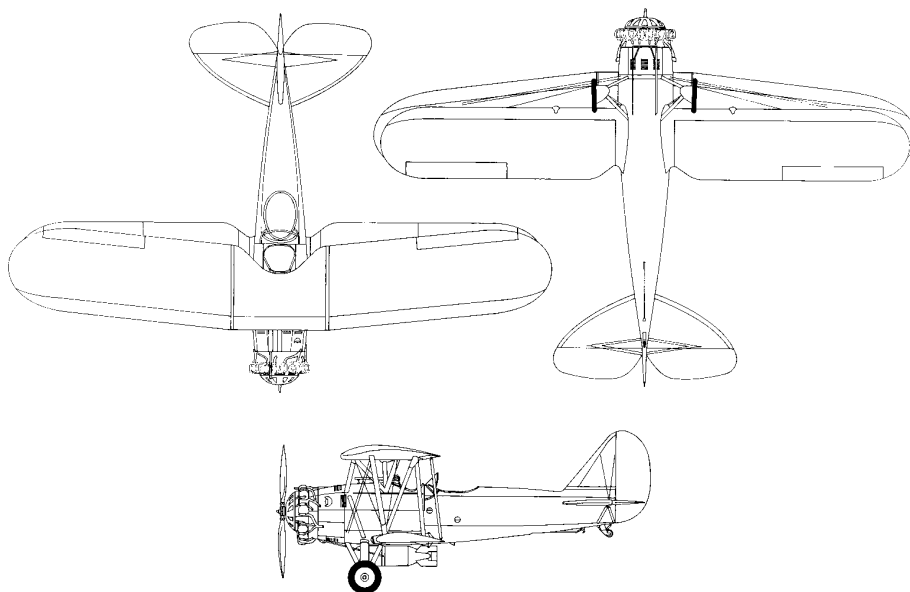
Modified version of BM-1. Very small differences.

XT2N-1:

Prototype manufactured by the Naval Aircraft Factory.

Bureau Numbers

| | |
|--------|-------------|
| XT2N-1 | A8052 |
| XT5M-1 | A8051 |
| XBM-1 | 9212 |
| BM-1 | A8879-A8890 |
| BM-1 | 9214-9217 |
| BM-2 | A9170-A9185 |



Line drawings for a BM.

BT

Designed by John Northrop, this aircraft conformed to his practice of using all-metal structures with progressive aerodynamic features. The Navy awarded Northrop a contract to produce this attack plane in November 1934 and designated it BT, the T being Northrop's manufacturer's letter. After his company became a division of the Douglas Corporation in 1937, Douglas used the XBT-2 as a prototype for the aircraft that became the SBD Dauntless.



An XBT-1 coming in for a landing, circa mid-1930s.

Models Accepted from the Manufacturer (New Builds)

XBT-1:

Experimental version of the BT-1.

BT-1:

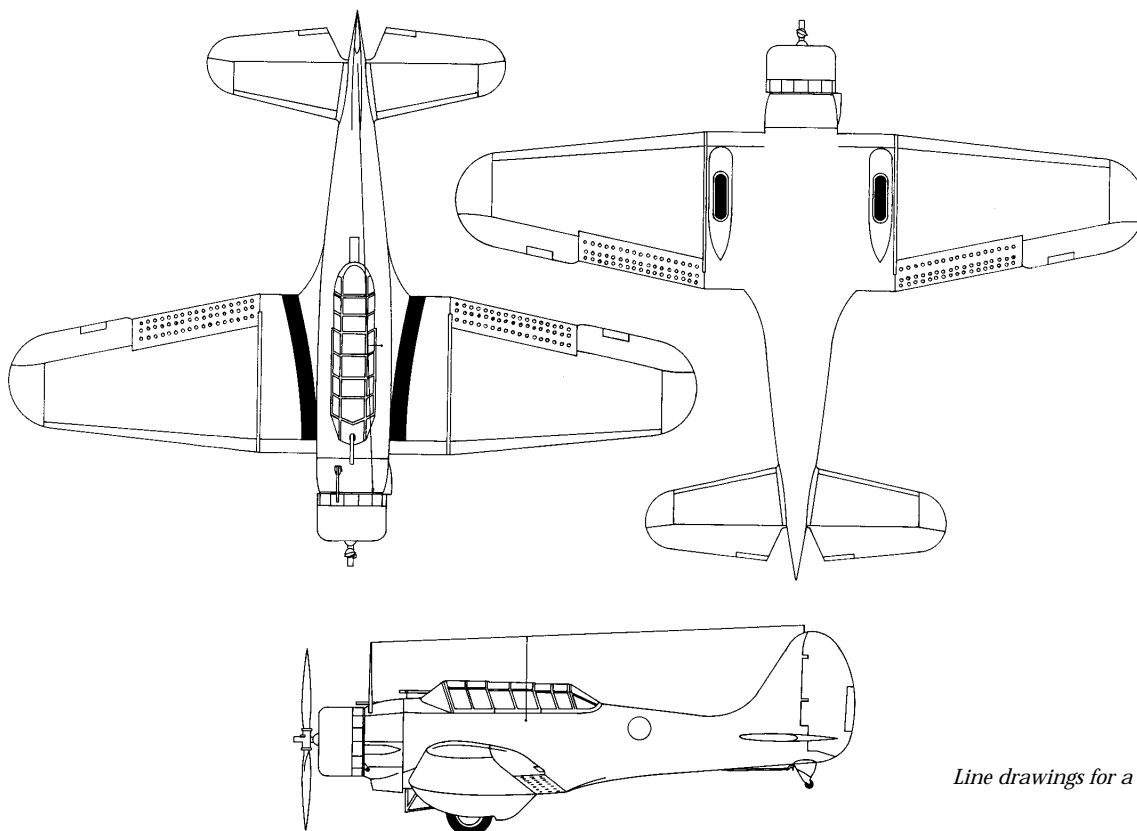
| | |
|-----------|---|
| Crew | two |
| Length | 31 ft 8 in |
| Height | 13 ft |
| Span | 41 ft 6 in |
| Wing area | 315 sq ft |
| Weights: | |
| gross | 6,978 lbs |
| useful | 2,511 lbs |
| Range | 546 statute miles |
| Engine | one 825 hp Pratt & Whitney R-1535-94 |
| Ordnance: | |
| bomb | one 1,000 pound |
| guns | one .50 fixed, forward firing one .30 flexible, dorsal |

XBT-2:

Slightly modified version of the BT-1. The XBT-2 served as a prototype for the SBD Dauntless.

Bureau Numbers

| | |
|-------|-----------|
| XBT-1 | 9745 |
| BT-1 | 0590-0626 |
| BT-1 | 0628-0643 |
| XBT-2 | 0627 |



Line drawings for a BT.

CS and SC

In one of those unusual developments that stands out in the history of military procurement this aircraft has a story to tell. The Curtiss Company designed and built the CS torpedo bomber as a large biplane that could be equipped with floats or landing gear and powered by an in-line engine. The Navy gave Curtiss the development contract for this aircraft in June 1922; Curtiss delivered the first articles in early 1924. In the subsequent competition for the production contract, Martin underbid Curtiss and produced the aircraft as the SC.

Curtiss built a total of 6 CS-1 and 2 CS-2 aircraft. The CS-2 had provision for a third float and was powered by a Wright T-3 engine where the CS-1 was powered by a Wright T-2. The CS-2 has some success in setting distance, duration, and speed records.

Martin built 35 SC-1s and 40 SC-2s. The SC was first reported in squadron in January 1924. It was last reported by VT-2 on 19 December 1927. The specifications of the SC are as follows:

| | |
|--------------|---|
| Span | 56 ft (SC-2 had folding wings that folded along the fuselage) |
| Length | 34 ft |
| Wing Area | 852 sq ft |
| Gross Weight | 9,100 lbs for the SC-1 9,433 lbs for the SC-2 |

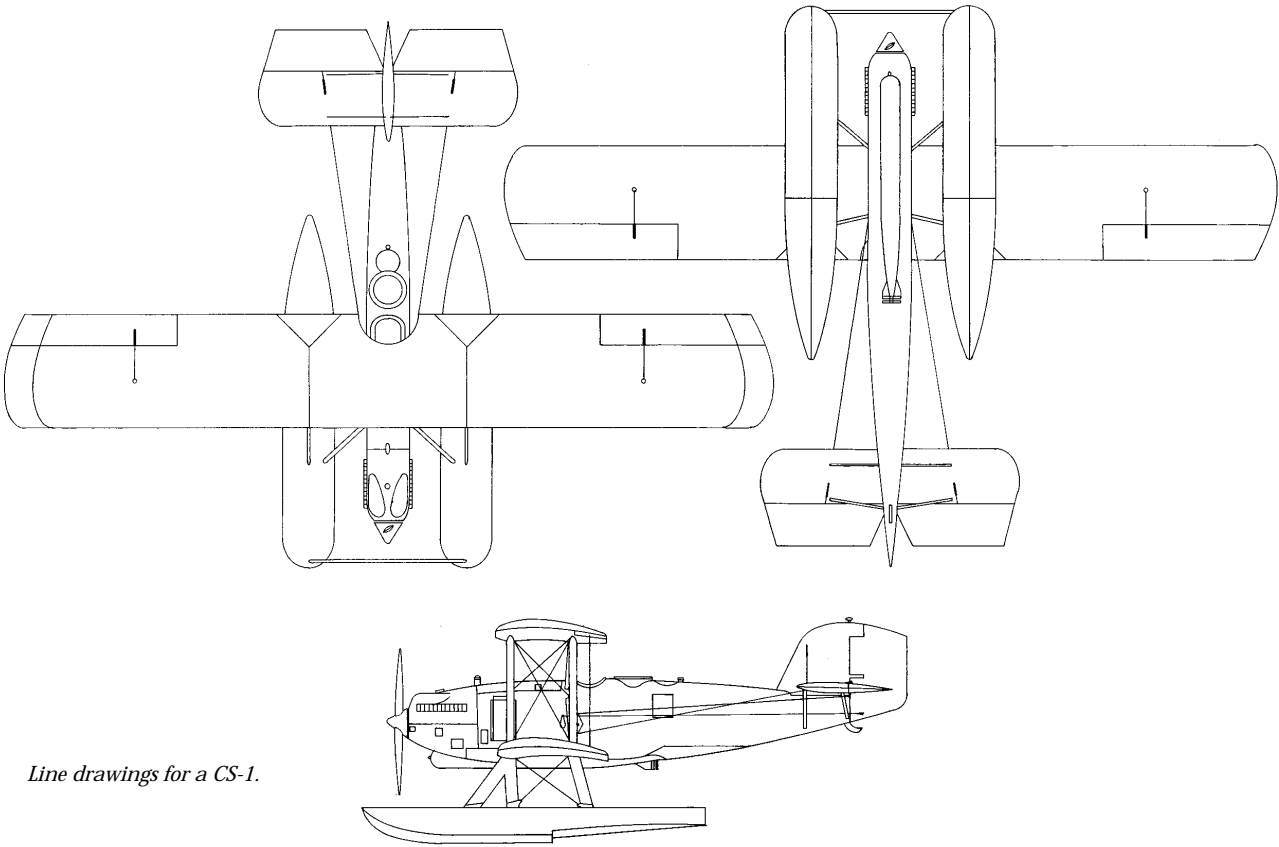


A CS-2, circa mid-1920s.

| | |
|-------------------|--|
| Empty Weight | 5,685 lbs for the SC-1 6,019 lbs for the SC-2 |
| Engine | Wright T-3 engine |
| Maximum bomb load | 1,600 lbs |

Bureau Numbers

| | |
|------|-------------|
| CS-1 | A6500-A6505 |
| CS-2 | A6731-A6732 |
| SC-1 | A6801-A6835 |
| SC-2 | A6928-A6967 |



Line drawings for a CS-1.

DT-2

In 1921 the Navy Department ordered a torpedo bomber from the Douglas Aircraft Company. Douglas was a new company at the time and had yet to produce an aircraft for either the Navy or the Army. The company's owner, Donald W. Douglas, Sr., personally designed the aircraft that would fill the Navy's order. Powered by a 400 horsepower Liberty, the DT-1 had folding wings. It made its first flight in November 1921. Although there were three aircraft on the Navy's original order only one was accepted with the designation DT-1, the other two, and all subsequent, were accepted as DT-2.

Eventually this aircraft was supplied to the Navy by four sources. Douglas built 41, the Naval Aircraft Factory built 6 under the designations DT-2 and DT-4, Dayton Wright built 11 DT-2s, and LWF (Lowe, Willard, and Fowler) built 20 DT-2s. The aircraft was first delivered to squadron on 12 December 1922. It was last reported in squadron by VF-6B on 1 April 1928.



The first DT built by Douglas, December 1924.

Models Accepted from the Manufacturer (New Builds)

DT-1:

Initial designation of the DT-2. Crew of one.

DT-2:

Specifications for the seaplane configuration are given below. Some of the landplane's dimensions were slightly different.

| | |
|-----------|--|
| Crew | 2, aviator and observer |
| Engine | one Liberty, 400 hp. |
| Length | 37 ft 8 in |
| Weights: | |
| full load | 7,291 lbs |
| useful | 2,765 lbs |
| Armament | one 1,835 pound torpedo fixed guns and 2,350 rounds |
| Range | about 234 nautical miles |
| Height | 15 ft 1 in |
| Length | 37 ft 8 in |
| Span | 50 ft |
| Wing area | 707 sq ft |

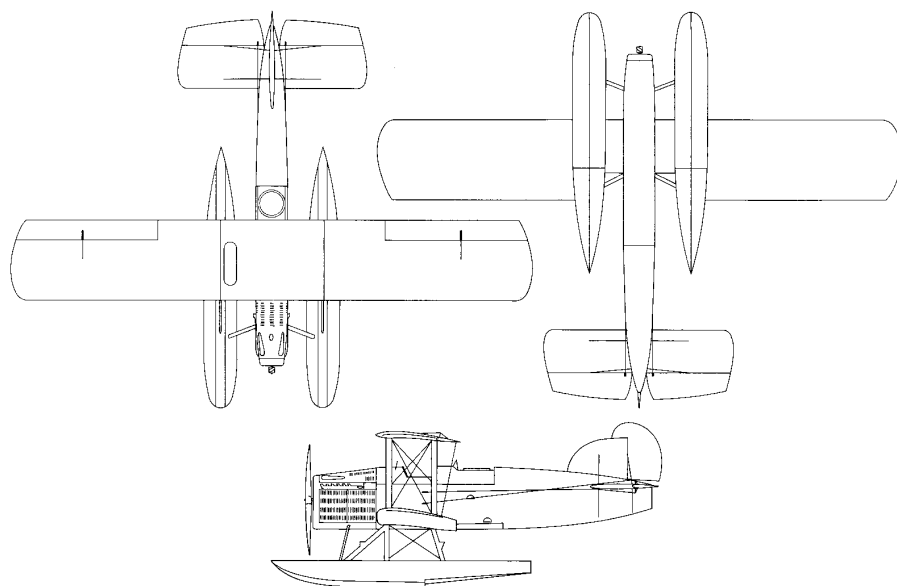
Other Designations

DT-4:

Same as DT-2 but powered by the Wright T-2, 525 hp engine. The DT-4 was a modification of the DT-2 by the Naval Aircraft Factory.

Bureau Numbers

| | |
|------|--------------------------------------|
| DT | A6031-A6033 |
| DT-2 | A6085-A6095 (Dayton-Wright) |
| DT-2 | A6405-A6422 (Douglas) |
| DT-2 | A6423-A6428 (Naval Aircraft Factory) |
| DT-2 | A6563-A6582 (Douglas) |
| DT-2 | A6583-A6602 (LWF) |



Line drawings for DT-2.

F-4 Phantom II

The F-4 began life as an unsolicited proposal from the McDonnell Aircraft Company to the Navy's Bureau of Aeronautics in 1953. McDonnell envisioned a twin-engine strike/fighter, and the aircraft's initial designation was AH-1, but the Navy soon made changes in the specification to require a high-altitude, long range fighter with the designation F4H-1. The name Phantom II was chosen to declare the aircraft's lineage from McDonnell's FD-1 Phantom which was the first all-jet aircraft the Navy operated. The Phantom II first flew on 27 May 1958 and was first reported in squadron, VF-121, in December 1960. It would prove to be one of the finest aircraft ever operated by the Navy and Marine Corps. Before the last delivery was made in December 1971, the Navy accepted 4,261 Phantom IIs, 3,057 of which were for foreign military sales attesting to the aircraft's international success. It was redesignated F-4 in 1962.

Model Designations Accepted From the Manufacturer (New Builds)

F4H-1F (F-4A):

Two-place, twin-engine, tricycle gear, carrier-based, all-weather fighter carrying missiles and special stores.

F4H-1 (F-4B):

Modification of the F-4A with the J79-GE-8 engine.

Specifications for the F4H-1 (F-4B) are as follows:

| | |
|------------------|---|
| Crew | Two |
| Power Plant | Two General Electric J79-8 |
| Range | Maximum Combat 1,606 nautical miles |
| Weight | |
| Empty | 27,424 lbs |
| Basic | 27,694 lbs |
| Design | 34,500 lbs |
| Combat | 38,018 lbs |
| Maximum Take-off | 56,000 lbs |
| Maximum Landing | 34,000 lbs arrested |
| Dimensions | |
| Wing | |
| Area | 530 sq ft |
| Span | 38.4 ft |
| Length | 58.2 ft |
| Height | 16.3 ft |
| Tread | 17.9 ft |
| Ordnance | AIM-7 Sparrow and AIM-9 Sidewinder missiles |

F4H-1P (RF-4B):

F-4B equipped for photography.

F-4J:

Similar to F-4B equipped with the AWG-10 pulse doppler radar and improved avionics.



An F4H-1 Phantom II in flight, circa late 1950s.

Other Designations

TF-4A:

Trainer version. Not carrier deployable

QF-4B:

Modified as a drone or control plane. Suitable for operational use.

F-4G:

F-4B aircraft equipped with two-way tactical digital data communications set (AN/ASW-21) for all nonautonomous modes of flight including automatic vectoring, automatic traffic control and automatic carrier landing.

YF-4J:

Similar to F-4B but equipped with Pulse Doppler Radar.

RF-4J:

Similar to RF-4C but with improved engine. Navy use.

F-4N:

Extensive redesign of F-4B.

F-4S:

F-4J modified for extended service life.

U.S. Air Force Use

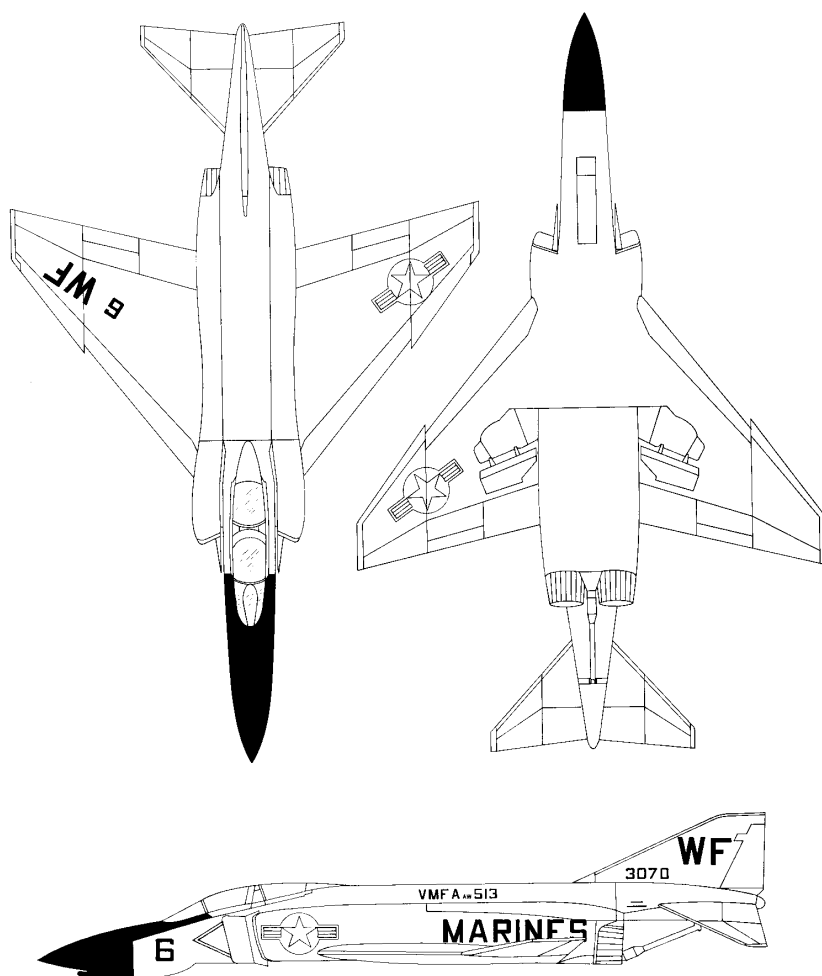
| | |
|-------|-------|
| F-4C | EF-4C |
| RF-4C | F-4D |
| EF-4D | F-4E |
| RF-4E | YF-4E |
| F-4F | TF-4F |

Foreign Military Use

| | |
|------|------|
| F-4K | F-4M |
|------|------|

Bureau Numbers

| | |
|----------------|--|
| F4H-1F (F-4A) | 143388-143392, 145307-145317, 146817-146821, 148252-148275 |
| F4H-1 (F-4B) | 142259-142260, 148363-148434, 149403-149474, 150406-150493, 150624-150653, 150993-151021, 151397-151519, 152207-152331, 152965-153070, 153912-153950 (canceled) |
| F4H-1P (RF-4B) | 151975-151983, 153089-153115, 157342-157351 |
| F-4J | 153071-153088, 153768-153911 154781-154788, 155404-155580 155731-155916, 155904-155916 (canceled), 157242-157309, 158346- 158379 |



Line drawings for the F-4.

F-5 (T-38) Talon

On 7 October 1969, the U.S. Navy took delivery of its first Northrop T-38 Talon supersonic trainer. This was the first of five that the Navy had ordered for the U.S. Naval Test Pilot School at Patuxent River, Maryland. The aircraft had been in use by the Air Force since 1961. From the development work that produced the T-38 design, Northrop developed the F-5 Tiger II for the Air Force. In 1974, the Navy began using the F-5E Tiger II at the Navy Fighter Weapons School as an adversary aircraft.



An F-5E Tiger II in flight.

Model Designations Accepted from the Manufacturer (New Builds)

F-5E:

Initial version of the Tiger II used by the Navy. The following are characteristics of the F-5E:

| | |
|-------------|---|
| Crew | One |
| Power Plant | Two 5,000-lb General Electric J85-GE-21 turbojets |

Weight

| | |
|-----------------|------------|
| Maximum Takeoff | 24,664 lbs |
| Empty | 9,683 lbs |

Dimensions

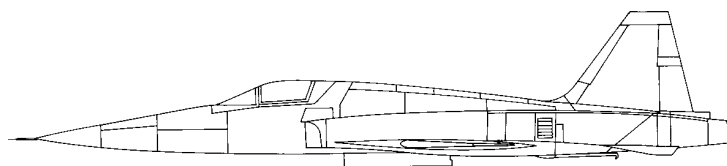
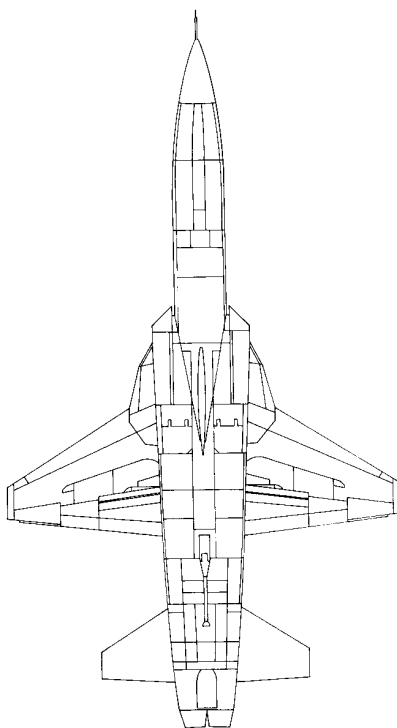
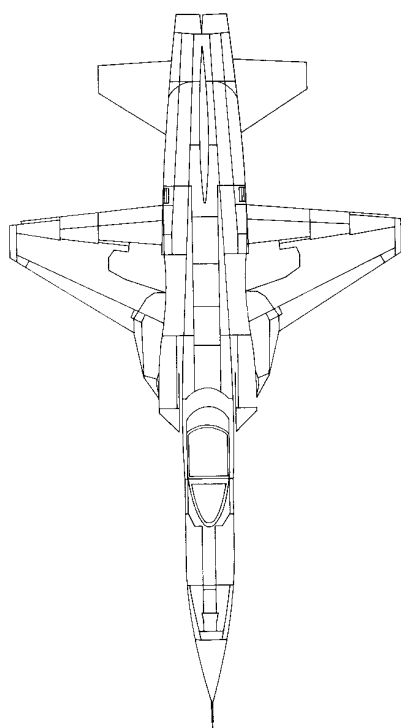
| | |
|-----------|------------|
| Wing Span | 6 ft 8 in |
| Wing Area | 186 sq ft |
| Length | 48 ft |
| Height | 13 ft 3 in |

F-5F:

Upgraded F-5E. Two-place fighter/trainer.

Bureau Numbers

| | |
|------|--------------------------------------|
| F-5E | 159878-159882, 160792-160796, 162307 |
| F-5F | 160964-160966 |



Line drawings for the F-5.

F2H (F-2) Banshee

Beginning its life as the XF2D-1, the Banshee was the last of McDonnell's aircraft to bear the company's original Navy designation letter "D". This change was made by Navy Aircraft Circular Letter 81-47 of 28 August 1947. The immediate successor to McDonnell's FD-1 Phantom, the Banshee bore a great resemblance to the Phantom but was larger. The Navy placed the first contract for this all jet, carrier-based fighter on 2 March 1945. The first flight occurred 11 January 1947. It was first delivered to VF-171 in March 1949 and its last squadron employment was reported by VAW-11 on 30 September 1959. A total of 894 Banshees were procured.



An F2H-3 at the McDonnell Aircraft Company.

Models Accepted from the Manufacturer (New Builds)

XF2H-1:

Experimental version of the F2H-1.

F2H-1:

Powered by two Westinghouse J34-22A/30 engines, 3,150 lbs at takeoff.

F2H-2:

Longer fuselage than the F2H-1, capacity to carry external fuel tanks on wing tips, and powered by two J34-34 engines. Specifications for the F2H-2 are as follows:

| | |
|--------------|---|
| Crew | one |
| Engine | 2 Westinghouse 3,250 lbs takeoff J34-34 |
| Weights: | |
| empty | 10,321 lbs |
| combat | 15,540-17,742 lbs |
| Armament: | |
| bombs | 1,540 lbs maximum |
| guns | four 20 mm nose (M3) |
| Combat range | 755-1,280 nautical miles |
| Height | 14 ft 6 in |

| | |
|-----------|-------------|
| Length | 42 ft 1 in |
| Wing span | 44 ft 10 in |
| Wing area | 294 sq ft |

F2H-2N:

F2H-2 configured for night operations.

F2H-2P:

F2H-2 configured for photographic reconnaissance.

F2H-3 (Became F-2C):

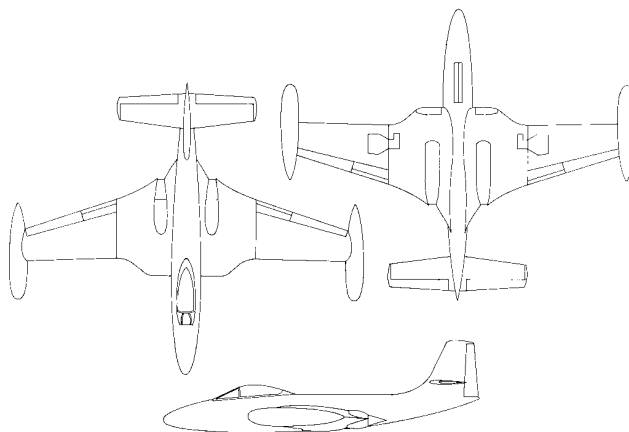
Basically the F2H-2 adapted to all-weather operations.

F2H-4 (Became F-2D):

The F2H-3 with improved radar equipment.

Bureau Numbers

| | |
|----------|--|
| XF2H-1 | 99858-99860 |
| F2H-1 | 122530-122559 |
| F2H-1 | 122990-123015 |
| F2H-2 | 123204-123299 |
| F2H-2N | 123300-123396 |
| F2H-2 | 123314-123396 (123383-123396 canceled) |
| F2H-2 | 124940-125071 |
| F2H-2P | 125072-125079 |
| F2H-2 | 125500-125505 |
| F2H-2 | 125649-125679 |
| F2H-2P | 125680-125706 |
| F2H-3 | 126291-126350 |
| F2H-4 | 126351-126353 |
| F2H-3 | 126354-126489 |
| F2H-2P | 126673-126695 |
| F2H-3 | 127493-127546 |
| F2H-4 | 127547-127693 |
| F2H-3P | 127694-127695 (all canceled) |
| F2H-3 | 128745-128856 (all canceled) |
| F2H-2 | 128857-128886 |
| F2H-3/3P | 129050-129132 (all canceled) |



Line drawings for the F2H.

F3D (F-10) Skyknight

In April 1946, the U.S. Navy awarded the Douglas Company a contract to produce the first carrier-based, all-weather, jet-powered night interceptor. The aircraft first flew March 1948 and was delivered to its first squadron, VC-3, in February 1951. The last delivery was in October 1953. A total of 268 aircraft were accepted. It was last reported in squadron in May 1970. The aircraft's designation was changed to F-10 in 1962. The production versions F3D-1 and F3D-2 both deployed. Plans for an F3D-3 never materialized and no aircraft by that designation was ever accepted.

Model Designations Accepted from the Manufacturer (New Builds)

XF3D-1:

Experimental variant of the Skyknight. Three articles were built.

F3D-1 (F-10A):

Twenty-eight F3D-1s were eventually procured. The F3D-1 designation was changed to F-10A in 1962. Characteristics of the F3D-1 are as follows:

| | |
|---------------|---------------------------------------|
| Crew | Two |
| Power Plant | Two 3,000-lb Westinghouse J34-WE-38 |
| Combat Radius | 675 nautical miles |
| Weight | |
| Gross | 22,609 lbs |
| Dimensions | |
| Wing | |
| Area | 401 sq ft |
| Span | 50 ft |
| Length | 45 ft 5 in |
| Height | 16 ft 1 in |
| Ordnance | Four 20-mm nose guns with 800 rounds. |

F3D-2 (F-10B):

This second variant of the Skyknight used the 3,400 lb Westinghouse J34-WE-36 engine. A total of 237 were procured. This designation was changed to F-10B in 1962.

Other Designations:

F3D-1M and -2M (MF-10B):

F3D-1 and F3D-2 equipped with radar and provisions for launching missiles. The F3D-2M designation was changed to MF-10B in 1962. The F3D-1 was no longer in service in 1962.

F3D-2Q (EF-10B):

F3D-2 modified for electronic warfare. One of the



An XF3D-1 at NAS Patuxent River, Maryland, circa 1950.

earliest tactical jet aircraft modified for the Electronic Warfare role. The designation was changed to EF-10B in 1962.

F3D-2T:

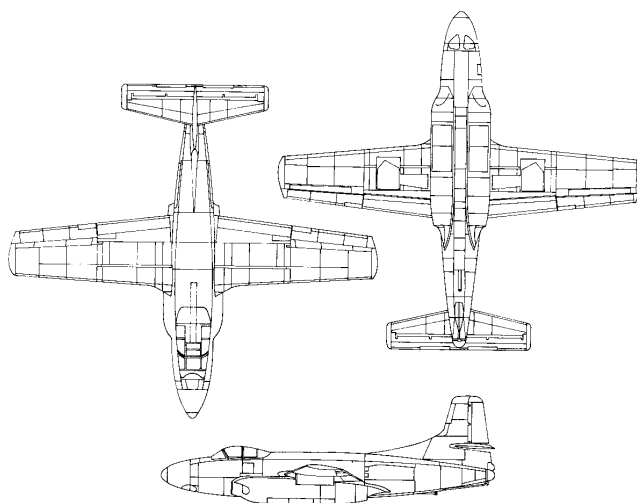
F3D-2 converted to serve as a radar trainer. The designation was no longer in service in 1962.

F3D-2T2 (TF-10B):

F3D-2T equipped with AN/APG-51 radar. The designation was changed to TF-10B in 1962.

Bureau Numbers

| | |
|--------|----------------------------|
| XF3D-1 | 121457-121459 |
| F3D-1 | 123741-123770 |
| F3D-2 | 124595-124664 |
| | 125783-125882 |
| | 127019-127085 |
| F3D-3 | 125883-125892 all canceled |



Line drawings for the F3D.

F3H (F-3) Demon

In 1949, the Navy awarded the McDonnell Company a contract to produce a carrier-based, jet-powered, all-weather interceptor designed as a successor to the F2H Banshee and incorporating the latest technology addressing the questions about jet-powered carrier-based tactical planes. The Demon would become one of the earliest Navy fighters to deploy with air-to-air missiles and the only single-engine fighter McDonnell ever built for the Navy. The Demon made its initial flight in August 1951. The first delivery was to VF-14 on 7 March 1956. The F3H fought a long and ultimately unsuccessful battle with its power plant; while the aircraft has its place in naval aviation history, it never fully met expectations. The last delivery occurred in November 1959. A total of 519 articles were accepted and it was last reported in squadron by VF-161 in August 1964. The F3H was redesignated the F-3 in 1962.

Model Designations Accepted from the Manufacturer (New Builds)

XF3H-1:

The experimental version of the Demon. Two articles were accepted by the Navy. It was initially intended to be powered by the Westinghouse J40-WE-8 engine, which soon changed to the J40-WE-10, but production problems with the -10 engine led to one of the XF3Hs being powered by the Westinghouse J40-6. The production problems resulted in a decision to use the Allison J71-A-2 as a back-up engine. The production version of the Westinghouse J40-WE-8 was designated -22 and it was this engine that would power the initial production F3H-1s, while the Allison J71-A-2 powered the later articles.

F3H-1:

First production version of the Demon. The F3H-1 designation was never changed since the -1 was no longer in service at the time of the redesignation in 1962.



An XF3H-1 Demon taking off on a routine test flight, May 1953.

F3H-1N:

All-weather version of the F3H-1.

F3H-2 (F-3B):

Production version. Powered by Allison J71-A-2 engine. Redesignated F-3B in 1962.

F3H-2M (MF-3B):

The F3H-2M was equipped to launch four Sparrow or Sidewinder missiles. The aircraft was redesignated MF-3B in 1962. Its characteristics were as follows:

| | |
|-----------------|---------------------------------------|
| Crew | One |
| Power Plant | One 14,400 lb Allison J71-A-2B engine |
| Combat Radius | 302 nautical miles |
| Weight | |
| Maximum Takeoff | 39,000 lbs |
| Basic | 22,028 lbs |
| Empty | 21,292 lbs |
| Dimensions | |
| Wing | |
| Area | 519 sq ft |
| Span | 35 ft 4 in |
| Length | 58 ft 11.5 in |
| Height | 14 ft 6.6 in |

Ordnance

Four Sparrow or Sidewinder missiles; four 20-mm fixed forward-firing guns with 600 rounds.

F3H-2N (F-3C):

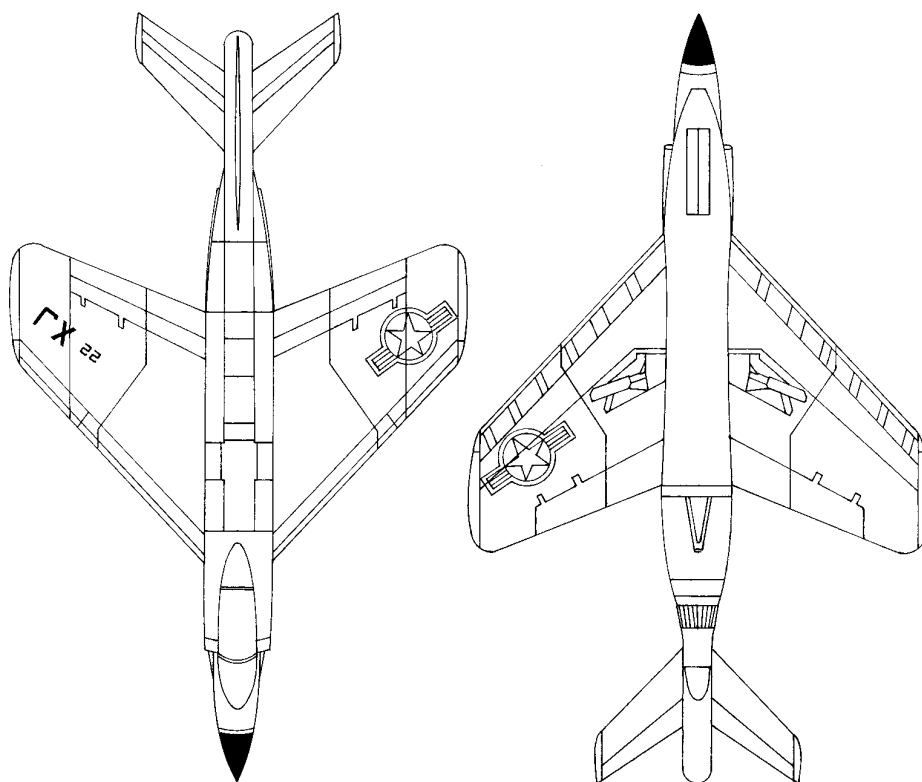
All-weather version of the F3H-2. Also improved fire control. Redesignated F-3C in 1962.

Other Designations**F3H-1P and -2P:**

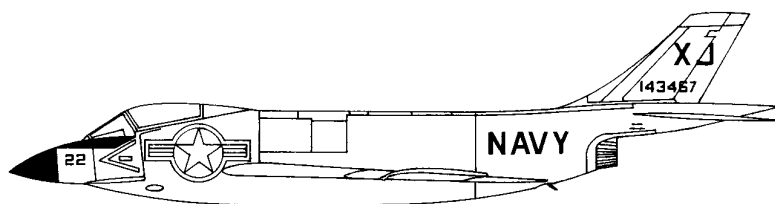
Equipped for reconnaissance.

Bureau Numbers

| | |
|--------|---|
| F3H-1 | 133389-133488 canceled, 137096-137131 canceled, 137156-137215, 137859-137886 canceled, 138660-138819 canceled |
| F3H-1N | 133489-133554 |
| F3H-2 | 146328-146339, 143403-143492, 146741-146816 canceled, 143403-143492, 145202-145306 |
| F3H-2M | 133569, 133623-133638, 137033-137095 |
| F3H-2N | 133545-133568, 133570-133622, 136966-137032 |
| F3H-2P | 137132-137155 canceled |



Line drawings for an F3H.



F4D (F-6) Skyray

The Navy's need for a carrier-based, short-range fighter led to a contract award in December 1948 to Douglas for the aircraft design that became the F4D Skyray. To meet the requirement for a high rate of climb, Douglas designers came up with a swept-back modified delta wing on a tailless airframe. The F4D first flew in January 1951, but due to delays and delivery of the power plant initially intended, Composite Squadron THREE (VC-3) did not accept the first Skyray until April 1956. It was last reported in squadron by Marine Fighter Squadron ONE ONE FIVE (VMF-115) in February 1964. The F4D-1 was redesignated F-6A in 1962. A total of 421 Skyrays were accepted.



An XF4D-1 Skyray landing aboard Coral Sea (CVA 43), October 1953.

Model Designations Accepted from the Manufacturer (New Builds)

XF4D-1:

Experimental version of the F4D-1.

F4D-1:

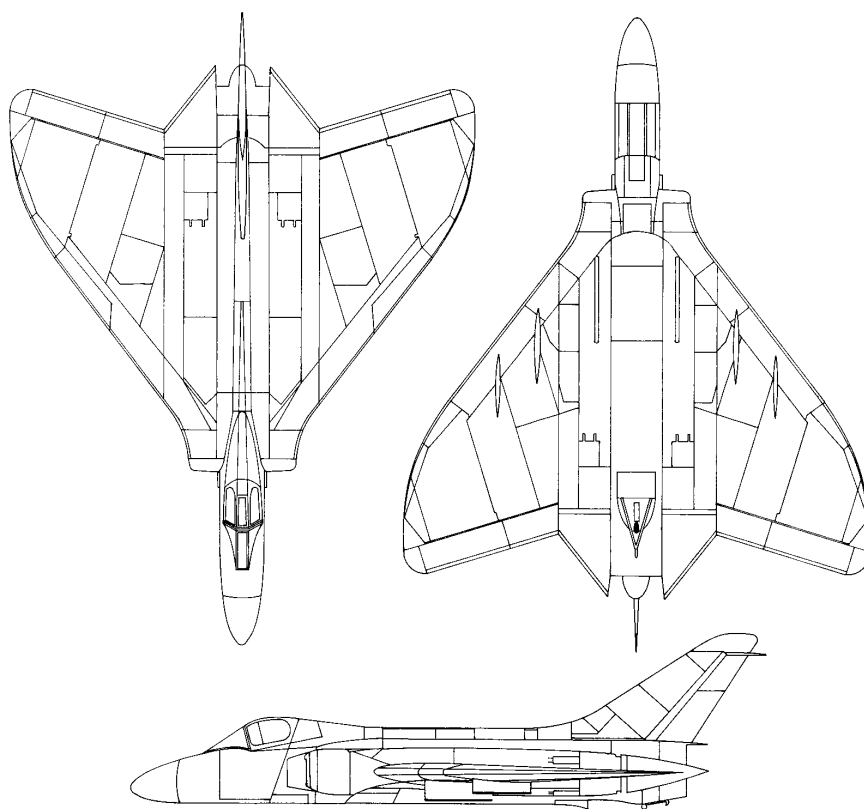
| | |
|-----------------|--------------------------------------|
| Crew | One |
| Power Plant | One Pratt & Whitney 8,000 lb J57-P-2 |
| Combat Radius | 200 nautical miles |
| Weight | |
| Maximum Takeoff | 23,050 lbs from catapult |
| Basic | 15,450 lbs |
| Empty | 15,225 lbs |

Dimensions

| | |
|-----------|---|
| Wing | |
| Area | 557 sq ft |
| Span | 33 ft 6 in |
| Length | 58 ft 11.5 in |
| Height | 13 ft |
| Ordnance: | Wing provisions for rockets.Four 20 mm fixed forward-firing guns with 280 rounds. |

Bureau Numbers

| | |
|--------|---|
| XF4D-1 | 124586-124587 |
| F4D-1 | 134744-134973, 130740-130751, 139030-139207, 136163-136392 all canceled |



Line drawings for the F4D-1.

F4U/FG/F3A Corsair

The Navy awarded a contract to the Vought Company on 30 June 1938 to produce a new single-seat, carrier-based fighter aircraft. The contract had resulted from a requirement the Navy had released to industry earlier that year. Vought engineers responded with a design that has become legendary because of its propeller of unusually large diameter and inverted gull wings which kept the main landing gear short and retractable straight back, but the fuselage stayed high enough to compensate for the large blades driven by the Pratt & Whitney R-2800 Double Wasp, the first 2,000 horsepower engine ever to power a Navy fighter aircraft. The Navy designated the airplane F4U.

The XF4U-1 made its initial flight on 29 May 1940. The first squadron delivery of the Corsair occurred on 3 October 1942 when VF-12 accepted an F4U-1. The Navy accepted the last delivery of a Corsair in January 1953.

Because production orders were so heavy during the Second World War, the Navy gave production contracts to Goodyear, who built the Corsair under the designations FG-1 and FG-1D, and to Brewster who built the aircraft as the F3A-1. Vought built 7,829 Corsairs, of which 1,067 were for foreign use; Goodyear built 4,006, of which 989 were for foreign use; and Brewster built 735, of which 430 were for foreign use. A modified version designed to fulfill a strike role was furnished by Vought under the designation AU-1.

Models Accepted from Vought (New Builds)

XF4U-1:

Experimental version of the F4U-1.

F4U-1:

Specifications for the F4U-1 are as follows:

| | |
|--------|---------------------|
| Crew | one |
| Engine | one R-2800-8 or -8W |



An F4U-1D Corsair.

| | |
|---------------|--|
| Propeller | Hamilton Standard, constant speed, three-bladed hydromatic; 13 ft 3 in |
| Wing span | 40 ft 11 in |
| Length | 33 ft 4 in |
| Height | 18 ft 3 in |
| Wing area | 314 sq ft |
| Weights: | |
| empty | 8,873 lbs |
| gross | 13,090 lbs |
| Armament | six 50 calibre fixed guns and 2,350 rounds |
| Combat radius | about 365 nautical miles |

F4U-1B:

F4U-1 for the United Kingdom.

F4U-1C:

Same as F4U-1 but equipped with four 20 mm guns and 924 rounds. Later redesignated F4U-1B.

F4U-1D:

Same as F4U-1 but equipped with wing points for carrying releasable tanks, bombs, or rockets.

F4U-4:

Same as F4U-1D but powered by Pratt & Whitney R-2800-18W engine. Also, an improved cockpit arrangement.

F4U-4B:

Same as the F4U-4 for the United Kingdom

F4U-4C:

Same as F4U-4 but with four 20 mm guns and 924 rounds. Later redesignated F4U-4B.

F4U-4P:

F4U-4 equipped for photography.

F4U-5:

Same as F4U-4 except for 2-stage engine (Pratt & Whitney R-2800-32W).

F4U-5N:

Same as F4U-5 but equipped for night fighting.

F4U-5P:

Same as F4U-5 but equipped for photography.

F4U-7:

The end of the Corsair production line. The F4U-7 was similar to the AU-1 except for being powered by the Pratt & Whitney R-2800-18W engine. These aircraft were built for France under the Military Assistance Plan.

AU-1:

F4U-5 but equipped to fulfill a ground support attack role, this version was powered by the Pratt & Whitney R-2800-833WA engine. Armament included four 20 mm guns with 924 rounds. Maximum bomb

capacity was 8,200 pounds. There was a new instrument panel, relocated oil coolers, and additional armor over the F4U-5.

Models Accepted from Goodyear (New Builds)

FG-1:

F4U-1 built by Goodyear.

FG-1B:

F4U-1B built by Goodyear for the United Kingdom.

FG-1A:

F4U-1A built by Goodyear.

FG-1D:

F4U-1D built by Goodyear.

Models Accepted from Brewster (New Builds)

F3A-1:

F4U-1 built by Brewster.

Other Designations

F4U-5NL:

F4U-5N equipped for cold weather operations.

FG-1E:

FG-1D equipped with special radar.

FG-3:

Development of FG-1D with two-stage turbo-supercharged engine.

FG-4:

Same as F4U-4.

F2G-1:

Similar to FG-1 except engine and rearrangement of cockpit and cowling.

F2G-2:

Carrier version of the F2G-1 with folding wings, and provisions for launching and recovery.

F3A-1D:

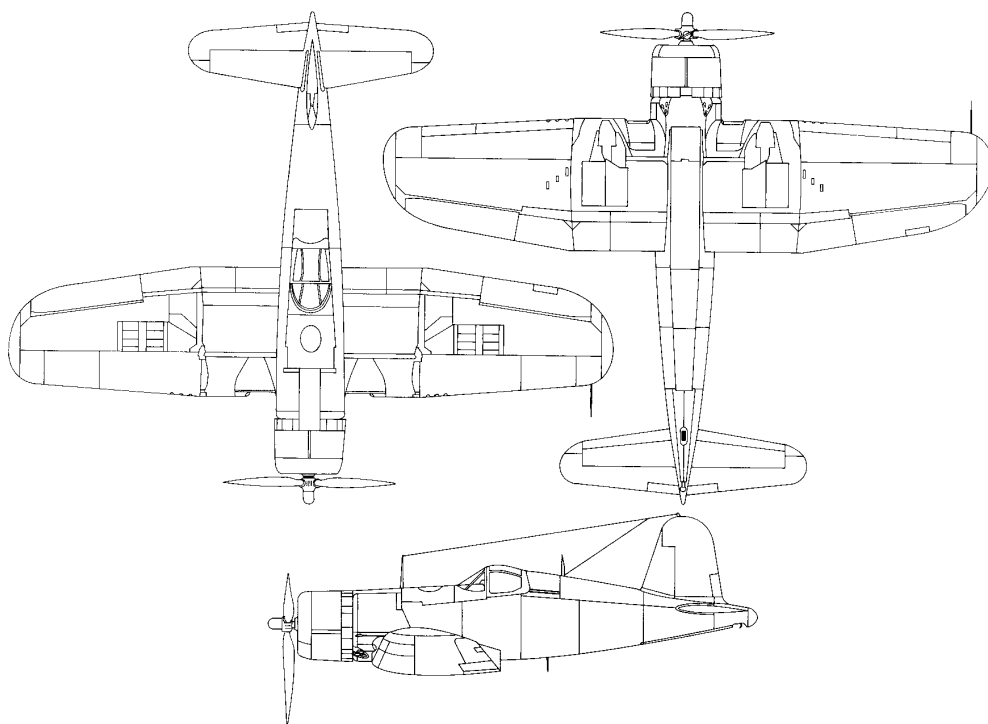
Same as F4U-1D.

Bureau Numbers

| | |
|--------|-------------|
| F4U-1 | 02153-02156 |
| XF4U-1 | 1443 |
| F4U-1 | 02158-02736 |
| F4U-1 | 03802-03841 |
| F4U-1 | 17392-17455 |
| F4U-1A | 17456-17515 |
| XF4U-3 | 17516 |
| F4U-1A | 17517-18121 |
| F4U-1 | 18122-18191 |
| F4U-1 | 49660-49762 |
| XF4U-4 | 49763 |

| | |
|----------|--|
| F4U-1 | 49764-50300 |
| XF4U-4 | 50301 |
| F4U- 1 | 50302-50359 |
| F4U-1D | 50360-50659 |
| F4U-1 | 55784-56483 |
| F4U-1D | 57084-57656 |
| F4U-1C | 57657-57659 |
| F4U-1D | 57660-57776 |
| F4U-1C | 57777-57791 |
| F4U-1D | 57792-57965 |
| F4U-1C | 57966-57983 |
| F4U-1B | 62915-62929 |
| F4U-4P | 62930 |
| F4U-4B | 62931-62949 |
| F4U-4P | 62950 |
| F4U-4B | 62951-62969 |
| F4U-4P | 62970 |
| F4U-4B | 62971-62989 |
| F4U-4P | 62990 |
| F4U-4B | 62991-63009 |
| F4U-4P | 63010 |
| F4U-4B | 63011-63029 |
| F4U-4P | 63030 |
| F4U-4B | 63031-63049 |
| F4U-4P | 63050 |
| F4U-4B | 63051-63069 |
| F4U-4P | 63070 |
| F4U-4B/P | 63071-63914 (63072-63914 canceled) |
| XF4U-4 | 80759-80763 |
| F4U-4 | 80764-82177 |
| F4U-1C | 82178-82189 |
| F4U-1D | 82190-82259 |
| F4U-1C | 82260-82289 |
| F4U-1D | 82290-82369 |
| F4U-1C | 82370-82394 |
| F4U-1D | 82395-82434 |
| F4U-1C | 82435-82459 |
| F4U-1D | 82460-82539 |
| F4U-1C | 82540-82582 |
| F4U-1D | 82583-82632 |
| F4U-1C | 82633-82639 |
| F4U-1C | 82740-82761 |
| F4U-1D | 82762-82854 (82853-82854 canceled) |
| F4U-4 | 96752-97295 |
| XF4U-5 | 97296 |
| F4U-4 | 97297-97363 |
| XF4U-5 | 97364 |
| F4U-4 | 97365-97414 |
| XF4U-5 | 97415 |
| F4U-4 | 97416-97531 |
| F4U-4 | 105176-106875 (105176-106875 canceled) |
| F4U-4 | 114529-115728 (114529-115728 canceled) |
| F4U-5 | 121793-121803 |
| F4U-5P | 121804 |
| F4U-5 | 121805-121815 |
| F4U-5N | 121816 |
| F4U-5 | 121817-121831 |

| | | | |
|--------|---------------|-----------|------------------------------------|
| F4U-5N | 121832-121833 | F4U-5P | 122167-122206 |
| F4U-5 | 121834-121851 | F4U-5N/NL | 123144-123203 |
| F4U-5N | 121852-121853 | F4U-5N | 124441-124503 |
| F4U-5 | 121854-121871 | F4U-5NL | 124504-124522 |
| F4U-5N | 121872-121874 | F4U-5 | 124523 |
| F4U-5 | 121875-121890 | F4U-5NL | 124524-124560 |
| F4U-5N | 121891-121893 | F4U-5NL | 124666-124709 |
| F4U-5 | 121894-121911 | F4U-5N | 124710-124724 |
| F4U-5N | 121912-121915 | F4U-7 | 133652-133731 |
| F4U-5 | 121916-121931 | F4U-7 | 133819-133832 |
| F4U-5N | 121932-121925 | XAU-1 | 124665 |
| F4U-5P | 121936 | AU-1 | 129318-129417 |
| F4U-5 | 121937-121951 | AU-1 | 133833-133843 |
| F4U-5N | 121952-121955 | XF2G-1 | 12992 |
| F4U-5P | 121956-121957 | FG-1D | 12993-13470 |
| F4U-5 | 121958-121972 | XF2G-1 | 13471-13472 |
| F4U-5N | 121973-121976 | FG-1D | 13473-14690 |
| F4U-5P | 121977-121978 | XF2G-1 | 14691-14695 |
| F4U-5 | 121979-121994 | FG-1D | 14696-14991 |
| F4U-5N | 121995-121998 | FG-1D | 67055-67254 (67100-67254 canceled) |
| F4U-5P | 121999-122002 | FG-4 | 67255-67754 (all canceled) |
| F4U-5 | 122003-122014 | FG-1 | 76139-76148 |
| F4U-5N | 122015-122018 | FG-1D | 76149-76449 |
| F4U-5P | 122019-122022 | FG-3 | 76450 |
| F4U-5 | 122023-122036 | FG-1 | 76451-76739 |
| F4U-5N | 122037-122040 | FG-1D | 87788-88453 |
| F4U-5 | 122041-122044 | F2G-1 | 88454-88458 |
| F4U-5P | 122045-122048 | F2G-2 | 88459-88871 (88464-88871 canceled) |
| F4U-5 | 122049-122057 | FG-1D | 92007-93301 (92702-93301 canceled) |
| F4U-5N | 122058-122061 | F3A-1 | 04515-04774 |
| F4U-5P | 122062-122065 | F3A-1 | 08550-08797 |
| F4U-5 | 122066 | F3A-1 | 11067-11646 (11294-11646 canceled) |
| F4U-5 | 122153-122166 | | |



Line drawings for the F4U-1.

F6F Hellcat

Among the Navy's successful aircraft, the Hellcat enjoys a most, if not the most, special place. The Grumman Company's F4F Wildcat served well by taking the heat from the Japanese Zero while at a significant, but hardly overwhelming degree, technologically inferior. The F6F, begun in 1941, would deploy in the summer of 1943, quickly prove itself the Zero's superior, and become the Navy's frontline fighter in the long march across the Pacific to Tokyo Harbor and the end of World War II. The Navy accepted a total of 12,275 Hellcats; it was last reported in squadron by VC-4 on 31 August 1953.

Models Accepted from the Manufacturer (New Builds)

XF6F-1/2/3:

The original contract, dated 30 June 1941, called for two prototypes to be designated XF6F-1 and powered by the Wright R-2600 engine. Before they were built, the Navy decided to change the powerplants and equip one of the prototypes with the Pratt & Whitney R-2800. The aircraft powered with the Wright R-2600 was accepted as XF6F-1, the one powered by the Pratt & Whitney R-2800 was accepted as the XF6F-3. A third aircraft was equipped with the Wright R-2600 that was fitted with a turbo-supercharger and accepted as XF6F-2.

F6F-3:

Specifications for the F6F-3 are as follows:

| | |
|-----------|-----------------------------------|
| Crew | one |
| Length | 33 ft 7 in |
| Span: | |
| open | 42 ft 10 in |
| folded | 16 ft 2 in |
| Wing area | 334 sq ft |
| Height | 13 ft 1 in |
| Weight: | |
| empty | 9,109 lbs |
| combat | 15,509 lbs |
| Range | 1,335 statute miles |
| Engine | Pratt & Whitney R-2800-10 |
| Ordnance: | |
| bombs | 2,000 lbs |
| guns | six .50 cal. fixed forward firing |

F6F-3E:

F6F-3 equipped with APS radar.

F6F-3N:

F6F-3 equipped for night operations.

XF6F-4:

This was the original XF6F-3 equipped with a two-speed Pratt & Whitney R-2800 engine.

F6F-5:

The main differences between the F6F-3 and the F6F-5 were in a reshaped windshield, increased armor,



An F6F-3 Hellcat, circa mid-1943.

increased strength, a close fitting cowl, spring tab ailerons, and a smoother finish. The F6F-5 has about 15 percent increase in speed over the F6F-3.

F6F-5N:

The F6F-5 equipped for night operations.

XF6F-6:

Experimental version, never in production. Powered by a new and more powerful Pratt & Whitney R-2800 engine called the "C" series. It had a four-bladed propeller.

Other Designations

F6F-5D:

Modified as a drone directing aircraft.

F6F-5K:

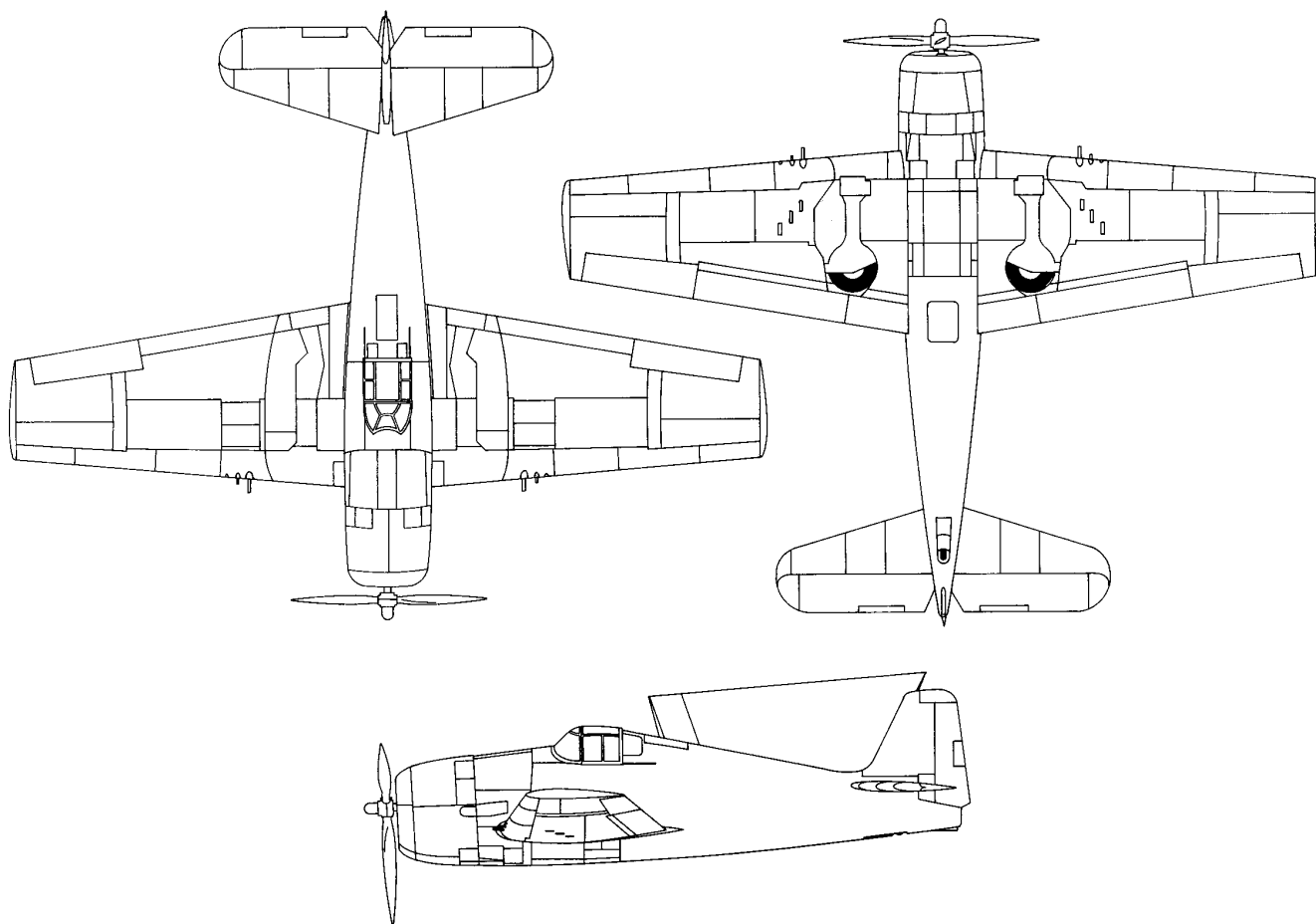
Modified as a target or assault drone.

F6F-5P:

Equipped for photo-reconnaissance.

Bureau Numbers

| | |
|-------------|--|
| XF6F-1/4 | 02981 |
| XF6F-1/3 | 02982 |
| F6F-3 | 04775-04958 |
| F6F-3 | 08798-09047 |
| F6F-3/3N | 25721-26195 |
| F6F-3/3N/3E | 39999-43137 |
| F6F-5/5N | 58000-58999 |
| F6F-3 | 65890-66244 |
| F6F-5 | 69992-70187 |
| XF6F-6 | 70188 |
| F6F-5/5N/5P | 70189-70912 |
| XF6F-6 | 70913 |
| F6F-5/5N/5P | 70914-72991 |
| F6F-5/5N/5P | 77259-80258 |
| F6F-5 | 93652-94751 (94522-94751 canceled) |
| F6F-5N | 108226-109272 (108226-109272 canceled) |
| F6F-5 | 111349-111748 (all canceled) |



Line drawings for an F6F-3.

F7F Tigercat

Another of the Navy's fighters produced in World War II but never saw action in that conflict and was quickly replaced by jet power. The Tigercat was a twin-engine, tricycle landing gear, carrier-based plane with greater air-to-ground capability than was normal in a Navy aircraft designated fighter. The Navy awarded Grumman the initial contract for the F7F in June 1941. The plane first flew on 3 November 1943. VMF-911 and VMF(N)-531 took the initial deliveries in January 1944. Some F7Fs saw land-based action with the Marine Corps in Korea. On 31 January 1954, VJ-62 reported a F7F-3N and -4N, the last time Tigercats were reported in squadron. A total of 364 were accepted.

Model Designations Accepted from the Manufacturer (New Builds)

XF7F-1:

Experimental version of the F7F-1.

F7F-1N:

Night fighter powered by two Pratt & Whitney R-2800-22W engines and equipped with radar.

XF7F-2N:

Experimental version of the F7F-2N.

F7F-2N:

Same as F7F-1N but equipped for two crewmen, a pilot and a radar operator. Powered by two Pratt & Whitney R-2800-22W engines.



An XF7F-1 Tigercat in flight, December 1943.

F7F-3:

This version was similar to the F7F-2N but built for pilot only; the radar operator's place had been fitted with an extra fuel tank. It was powered with the upgraded Pratt & Whitney R-2800-34W.

F7F-3N:

Another two-place plane. The radar operator station was restored in place of the fuel tank. Also, this version was equipped with a nose radome.

F7F-4N:

Structurally modified to correct most of the carrier suitability problems encountered in earlier versions. The F7F-4N was a two-place night fighter with radar operator and AN/APS-19 radar in a nose radome and powered by two Pratt & Whitney R-2800-34W engines. Characteristics for the F7F-4N are as follows:

| | |
|-----------------|---|
| Crew | Two |
| Power Plant | Two 1,700 hp Pratt & Whitney R-2800-34W |
| Combat Radius | 305 nautical miles |
| Weight | |
| Maximum Takeoff | 24,139 lbs |
| Basic | 18,518 lbs |
| Empty | 17,518 lbs |
| Dimensions | |
| Wing | |
| Area | 455 sq ft |
| Span | 51 ft 6 in |
| Length | 46 ft 11 in |
| Height | 16 ft 7 in |
| Ordnance: | Four 20-mm fixed wing guns with 800 rounds. |

Provisions on wings and fuselage for launching rockets, bombs, torpedoes and mines.
Maximum bomb capacity was 4,600 lbs

Other Designations:**F7F-1:**

A designation that never existed anywhere but on paper. No bureau number was assigned to an F7F-1 and no record has yet surfaced to indicate that an aircraft with the F7F-1 designation was accepted into Navy inventory.

F7F-2P:

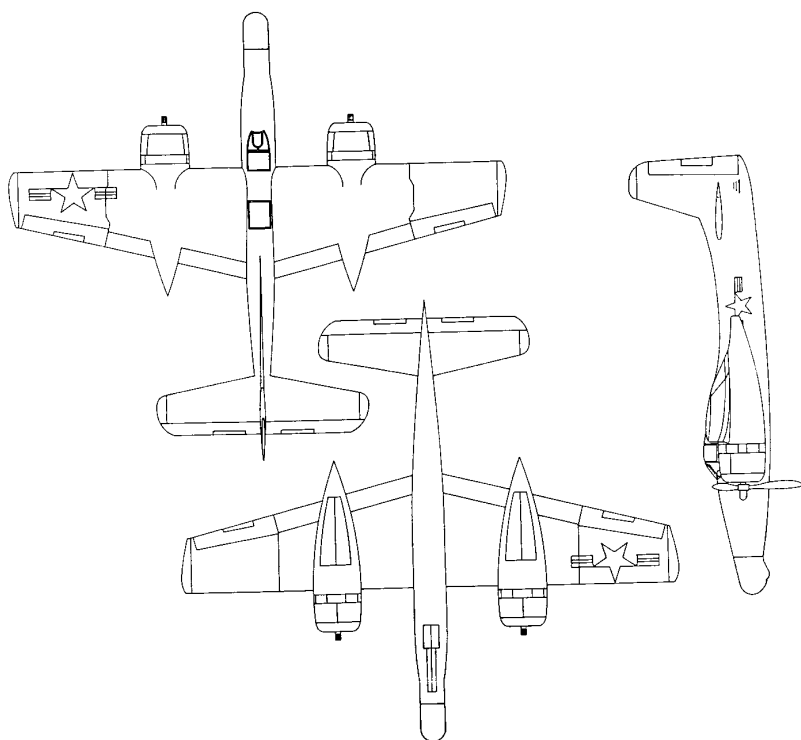
F7F-2 modified for photographic reconnaissance.

F7F-3P:

F7F-3 modified for photographic reconnaissance.

Bureau Numbers

| | |
|---------|----------------------|
| XF7F-1 | 03549-03550 |
| F7F-3 | 69740-69989 |
| F7F-1N | 80259-80260 |
| XF7F-2N | 80261 |
| F7F-1N | 80262-80293 |
| F7F-2N | 80294-80358 |
| F7F-3 | 80359-80547 |
| F7F-4N | 80548 |
| F7F-3N | 80549-80608 |
| F7F-4N | 80609-80620 |
| F7F | 80621-80758 canceled |
| F7F-3 | 116729-117728 |



Line drawings for the F7F.

F7U Cutlass

The Vought Company designed the Cutlass as a tail-less, carrier-based fighter for high speed and high rate of climb. Three models were designed, F7U-1, F7U-2 and F7U-3, but owing to problems with the power plant in the F7U-2, only the F7U-1 and F7U-3 were produced. Experience with the F7U-1 indicated that the F7U-3 would benefit from redesign of the airframe. The most obvious of the changes was in the nose section. All F7U-1s served as trainers; only the F7U-3 deployed in the fleet as a fighter aircraft.

The Navy awarded Vought a contract for the XF7U-1 on 25 June 1946. The aircraft first flew in August 1948. The first squadron delivery of an F7U-3 did not occur until May 1954; the Cutlass was last reported in squadron less than four years later on 30 November 1957. A total of 305 F7Us were delivered to the Navy.



An F7U-3 Cutlass during a test flight, with an F6U-1 Pirate chase plane.

Models Accepted from the Manufacturer (New Builds)

XF7U-1:

Experimental model of the F7U-1.

F7U-1:

Initial production model of the Cutlass. Used for training only.

F7U-3:

Production model assigned to fleet squadrons. Specifications for the F7U-3 are as follows:

| | |
|--------|---|
| Crew | One |
| Engine | 2 Westinghouse 4,000 lbs J46-WE-8 engines |

Weights:

| | |
|--------|------------|
| empty | 18,500 lbs |
| combat | 24,068 lbs |

Armament:

| | |
|-----------|--------------------------|
| bombs | four pylons, 2,000 lbs |
| guns | four 20 mm cannon |
| Range | about 575 nautical miles |
| Height | 14 ft 4 in |
| Length | 43 ft 1 in |
| Wing span | 39 ft 8 in |

F7U-3M:

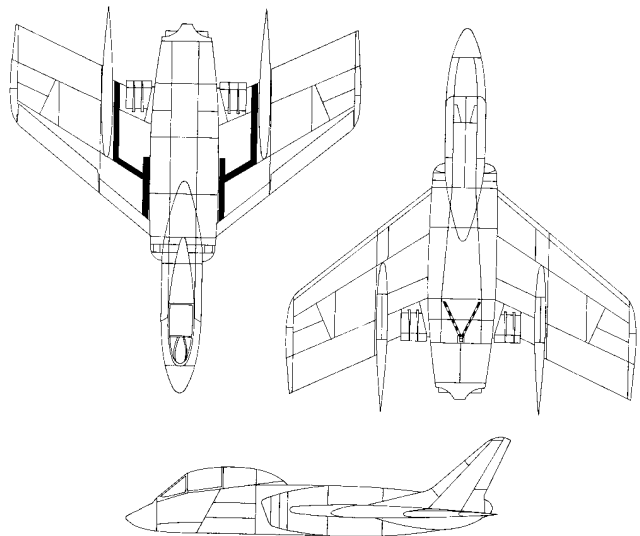
F7U-3 with provisions for launching four guided missiles.

F7U-3P:

F7U-3 equipped for photographic reconnaissance.

Bureau Numbers

| | |
|--------|--|
| XF7U-1 | 122472-122474 |
| F7U-1 | 124415-124434 (124429-124434 canceled) |
| F7U-2 | 125322-125409 (all canceled) |
| F7U-3 | 125410-125411 (all canceled) |
| F7U-3 | 128451-128478 |
| F7U-3 | 129545-129676 |
| F7U-3M | 129677 |
| F7U-3 | 129678-129697 |
| F7U-3M | 129698-129744 |
| F7U-3P | 129745-129756 |
| F7U-3 | 136912-136963 (all canceled) |
| F7U-3P | 136964-136965 (all canceled) |
| F7U-3M | 139868-139917 |



Line drawings for an F7U-3.

F8F Bearcat

In November 1943, the Navy awarded Grumman a contract to develop a fighter aircraft that could operate from all carriers rather than being limited to the largest of ships. To meet the requirement, Grumman engineers pursued a derivative of the F6F Hellcat. Designated the F8F Bearcat by the Navy, Grumman's Design G-58 first flew on 31 August 1944. It was delivered on 21 May 1945, but was not ready for service before World War II ended. The F8F was the last piston engine fighter Grumman would build for the Navy. A total of 1,263 Bearcats were procured.

Models Accepted from the Manufacturer (New Builds)

XF8F-1:

Experimental version of F8F-1.

XF8F-1N:

Experimental version of the F8F-1N night fighter.

XF8F-2:

Experimental version of the F8F-2.

F8F-1:

Specifications for the F8F-1 are as follows:

| | |
|-----------|--|
| Crew | one |
| Length | 27 ft 8 in |
| Height | 12 ft 2 in |
| Span: | |
| open | 35 ft 6 in |
| folded | 23 ft 9 in |
| Wing area | 244 sq ft |
| Weights: | |
| empty | 7,323 lbs |
| combat | 9,672 lbs |
| Range | 217 nautical miles (combat) |
| Engine | one Pratt & Whitney 2100 hp R-2800-34W |
| Ordnance: | |
| bombs | 2,000 lbs |
| guns | four .50 calibre forward firing fixed in wings |

F8F-1B:

The F8F-1 with four 20 mm guns replacing the .50 calibers.

F8F-1N:

The F8F-1 equipped for night fighting.

F8F-2:

F8F-1 but powered by higher rated engine (Pratt & Whitney R2800-30W) and the 20 mm gun installation.

F8F-2N:

F8F-2 equipped for night fighting.

F8F-2P:

F8F-2 equipped for photographic reconnaissance.



An XF8F-1 Bearcat.

Other Designations

F8F-1D and F8F-2D:

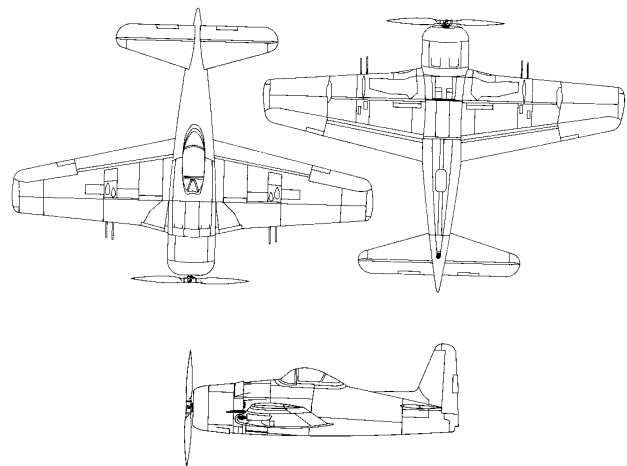
F8F-1 and F8F-2 equipped for use as a drone control plane.

F3M-1:

Planned designation for F8Fs built by General Motors. The contract ordering these aircraft was canceled at the end of World War II, and the aircraft were never delivered.

Bureau Numbers

| | |
|--------|------------------------------------|
| F8F-1 | 90437-90459 |
| XF8F-1 | 90460-90461 |
| F8F-1 | 94752-95048 |
| XF8F-2 | 95049 |
| F8F-1 | 95050-95329 |
| XF8F-1 | 95330 |
| F8F-1 | 95331-96751 (95499-96751 canceled) |
| F8F-1 | 100001-102000 (all canceled) |
| F8F-1 | 112529-114528 (all canceled) |
| F8F-1 | 121463-121522 |
| F8F-2 | 121523-121792 |
| F8F-1B | 122087-122152 |
| F8F-2 | 122614-122708 |



Line drawings for an F8F-2.

F8U (F-8) Crusader

In 1952, the Chance Vought Company submitted a design in response to a Navy request for proposals to build a supersonic daytime fighter aircraft. The Navy awarded Vought the contract on 29 June 1953. The F8U first flew on 25 March 1955, the first delivery was in March 1957. By the time the last delivery was made in January 1965, 1,264 had been accepted for the Navy, the Marine Corps and foreign military use. The Crusader was last reported in squadron by VFP-206 on 1 April 1987 at NAF Washington, D.C. A single-seat, single-engine daytime fighter, the F8U was distinctive for its high wing with variable incidence to alter landing speed. The F8U was redesignated F-8 in 1962.

Model Designations Accepted from the Manufacturer (New Builds)

XF8U-1:

Experimental version of the F8U-1.

F8U-1 (F-8A):

Single place, swept-wing, carrier-based day fighter. Equipped to carry AIM-9 Sidewinder missiles.

F8U-1E (F-8B):

F-8A equipped with AN/APS-67 visual assist radar.

F8U-1P (RF-8A):

Photographic version of F-8A

F8U-1T (TF-8A):

Two-seat trainer

XF8U-2:

Experimental version of the F8U-2

F8U-2 (F-8C):

Improved version of F-8B with improved engine and fixed ventral fins. Characteristics of F8U-2 (F-8C) are as follows:

| | |
|-----------------|----------------------------|
| Crew | One |
| Power Plant | Pratt & Whitney J57-P-16 |
| Combat Range | 1,195-1,295 nautical miles |
| Weight | |
| Empty | 16,483 lbs |
| Basic | 17,673 lbs |
| Design | 23,192 lbs |
| Maximum Combat | 24,475 lbs |
| Maximum Takeoff | 27,938 lbs (catapult) |
| Maximum Landing | 22,000 lbs (arrested) |
| Dimensions | |
| Wing | |
| Area | 375 sq ft |
| Span | 35 ft 8 in |



An F8U-1 Crusader prepares for take off from Hensley Field, Dallas, Texas.

| | |
|----------|---|
| Length | 54 ft 3 in |
| Height | 15 ft 9 in |
| Tread | 9 ft 8 in |
| Ordnance | Four 20-mm aircraft guns front fuselage and 500 rounds. Thirty-two 2.75-inch rockets carried internally or in rocket pack, centerline fuselage or two AIM-9 missiles externally on pylon each side of fuselage. |

F8U-2N (F-8D):

Similar to F-8C. Limited all-weather aircraft with AN/APQ-83 radar, autopilot, higher thrust engine and additional fuel capacity. Equipped to carry four Sidewinder missiles.

F8U-2NE (F-8E):

Similar to F-8D except equipped with AN/APQ-94 radar with larger antenna.

F8U-3:

Improved version of F8U with all-weather capabilities.

Other Designations**F8U-1D (DF-8A):**

Configured as a high-speed control aircraft for Regulus I/II missile.

F8U-1KD (QF-8A):

Configured as a Regulus I missile high-speed trounce and control aircraft.

DF-8F:

Configured for remote control of QF-9F and QF-9G aircraft and BQM-34A, AQM-34B and AQM-34C drones.

RF-8G:

F-8A modernized for increased service life and reconnaissance capabilities.

F-8H:

F-8D modified to include external wing store capability, increased strength fuselage, lead-launch computer and other improvements.

F-8J:

F-8E with increased fuselage and wings, and other improvements.

F-8K:

Similar to F-8C but with structural changes to fuselage, wing and landing gear.

F-8L:

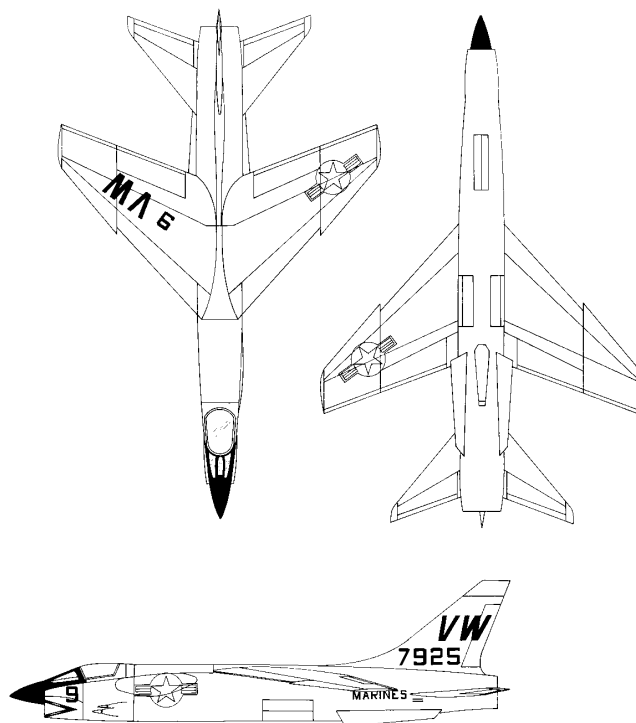
Similar to F-8B but with structural changes to fuselage, wing and landing gear.

F-8M:

Similar to F-8A but with structural changes to fuselage, wing and landing gear.

Bureau Numbers

| | |
|----------------|--|
| XF8U-1 | 138899-138901 138901 (canceled) |
| F8U-1 (F-8A) | 140444-140446, 141336-141362, 142408-142415, 143677-143821, 144427- 144606 (144462-144606 canceled) |
| F8U-1E (F-8B) | 145416-145545 |
| F8U-1P (RF-8A) | 141363, 144607-144625, 145604-145647, 146822-146905 (146902-146905 canceled), 147078-147084 (canceled) |
| F8U-1T (TF-8A) | 145648-145659 (canceled) |
| XF8U-2 | 140447-140448 |
| F8U-2 (F-8C) | 145546-145603, 146906-147034 |
| F8U-2N (F-8D) | 147035-147077 (147073-147077 canceled), 147896-147925, 148627-148710 |
| F8U-2NE (F-8E) | 149134-149227, 150284-150355, 150654- 150683, 150843-150932, 151732-151755 |
| F8U-3 | 146340-146341, 147085-147100 (147088- 147100 canceled) |



Line drawings for an F8U.

F9F (F-9) Panther and Cougar

The McDonnell Company of St. Louis built the Navy's first all jet aircraft and demonstrated that the jet engine was adaptable to naval aviation, but it was Grumman's F9F Panther that became the first Navy jet fighter to shoot down another jet fighter.

Grumman's departure from propeller driven fighters was accompanied by abandoning the tradition of naming the Company's fighters "Cats." However, the feline connection lived on with Panther and Cougar and eventually returned to original policy with the F-14 Tomcat.

Grumman received a Navy contract on 16 December 1946 to produce a jet powered, straight wing, carried based fighter. The aircraft Grumman proposed first flew on 21 November 1947 and was eventually designated and named the F9F-2 Panther. It was first delivered to Navy squadron in May 1949 and remained in service until October 1958. The Navy accepted a total of 1,388 Panthers with designations of F9F-2, F9F-3, F9F-4 and F9F-5.

The Panther's success led Grumman to design a swept wing derivative and propose it to the Navy. The new design retained the fuselage of the Panther but included a swept wing and tail. The Navy awarded Grumman a contract for this new aircraft on 2 March 1951. It made its first flight on 20 September and was named the Cougar but retained the F9F designation. The Cougar was first delivered to the Navy in November 1952 and remained in squadron until February 1960. The Navy accepted a total of 1,985 Cougars with the designations F9F-6, F9F-7 and F9F-8.

Models Accepted from the Manufacturers (New Builds)

Panther

XF9F-2:

Experimental version of the F9F-2. Straight wing. Powered by Rolls Royce Nene engine.

F9F-2:

Powered by Pratt & Whitney J42-P-8 engine.

XF9F-3:

Experimental version of the F9F-3. Powered by Allison J33A-8 engine.

F9F-3:

Powered by Allison J33-A-8 engine. These aircraft were converted to the F9F-2 configuration and powered by the J42 engine.

XF9F-4:

Experimental version of the F9F-4. Powered by the Allison J33-A-16 engine.

F9F-4:

Powered by the Allison J33-A-16 engine.

XF9F-5:

Experimental version of the F9F-5. Powered by the Pratt & Whitney J48-P-6 engine.

F9F-5:

Specifications for the F9F-5 are as follows:

| | |
|-----------|------------|
| Crew | one |
| Length | 38 ft |
| Height | 12 ft 3 in |
| Span: | |
| open | 38 ft |
| folded | 23 ft 5 in |
| Wing area | 250 sq ft |



*An XF9F-2 Panther,
November 1947.*

Weights:

| | |
|--------|------------|
| empty | 10,147 lbs |
| combat | 15,359 lbs |

Engine Pratt and Whitney J48-P-6

Performance:

| | |
|----------------|--------------------|
| Combat radius | 420 nautical miles |
| Cruising speed | 418 nautical mph |

Ordnance:

| | |
|------|-----------------------------|
| bomb | 3,465 lbs total capacity |
| guns | four 20 mm guns in fuselage |

F9F-5P:

F9F-5 equipped for photo reconnaissance.

Cougar**XF9F-6:**

Experimental version. Swept wing and swept tail.
Powered by Pratt & Whitney J48-P-6.

F9F-6 (Redesignated F-9F):

Powered by Pratt & Whitney J48-P-6.

F9F-6P:

F9F-6 equipped for photo reconnaissance.

F9F-7 (Redesignated F-9H):

Similar to F9F-6 but powered by Allison J33-A-16A engine.

F9F-8 (Redesignated F-9J):

The last single-seat version of the Cougar. It had additional fuel storage and an extended fuselage. Specifications for the F9F-8 (F-9J) are as follows:

| | |
|-----------|------------|
| Crew | one |
| Length | 41 ft 6 in |
| Height | 12 ft 3 in |
| Span: | |
| open | 34 ft 6 in |
| folded | 15 ft 8 in |
| Wing area | 337 sq ft |

Weights:

| | |
|--------|------------|
| empty | 11,628 lbs |
| combat | 17,125 lbs |

Engine Pratt & Whitney J48-P-8

Performance:

An F9F-6 Cougar in flight, circa 1952.

| | |
|----------------|-----------------------------|
| Combat range | 1,120 nautical miles |
| Cruising speed | about 480 nmph |
| Ordnance: | |
| bombs | 4,000 lbs total capacity |
| guns | four 20 mm guns in fuselage |

F9F-8P (Redesignated RF-9J):

F9F-8 equipped for photo reconnaissance.

YF9F-8T (Redesignated YTF-9J):

Prototype of a trainer configuration of the F9F-8.

F9F-8T (Redesignated TF-9J):

Two-seat trainer version of the F9F-8.

Other Designations

F9F-2KD:

F9F-2 modified and equipped as combination target drone and control aircraft for Regulus missile training program.

F9F-2P:

F9F-2 equipped for photo reconnaissance.

F9F-5KD (Redesignated DF-9E):

F9F-5 modified for use as a target drone or a control plane.

F9F-6D (Redesignated DF-9F):

F9F-6 modified and equipped to control either the F9F target drone or the KDA-1 target.

F9F-6K (Redesignated QF-9F):

F9F-6 modified as a target drone.

F9F-6K2 (Redesignated QF-9G):

F9F-6 modified as a Research Development and Evaluation target aircraft.

YF9F-8B (Redesignated YAF-9J):

Prototype of F9F-8B.

F9F-8B (Redesignated AF-9J):

F9F-8 equipped to perform attack missions. It had increased wing area, flap area, fuel capacity and a cambered leading edge. Specifications for the F9F-8B are as follows:

| | |
|-----------|--------------------------|
| Crew | one |
| Length | 41 ft 9 in |
| Height | 12 ft 3 in |
| Span: | |
| open | 34 ft 6 in |
| folded | 15 ft 8 in |
| Wing area | 337 sq ft |
| Weights: | |
| empty | 11,866 lbs |
| combat | 17,345 lbs |
| Engine | Pratt & Whitney J48-P-8A |

Performance:

| | |
|-----------------|--------------------|
| Combat radius | 295 nautical miles |
| Cruising speed | 418 nautical mph |
| Maximum Weight | |
| catapult launch | 24,763 lbs |

Ordnance:

| | |
|------|--|
| bomb | two wing stations for fuel tanks, bombs, or air-to-air and air-to-surface missiles |
| guns | four 20 mm guns in fuselage |

F9F-9:

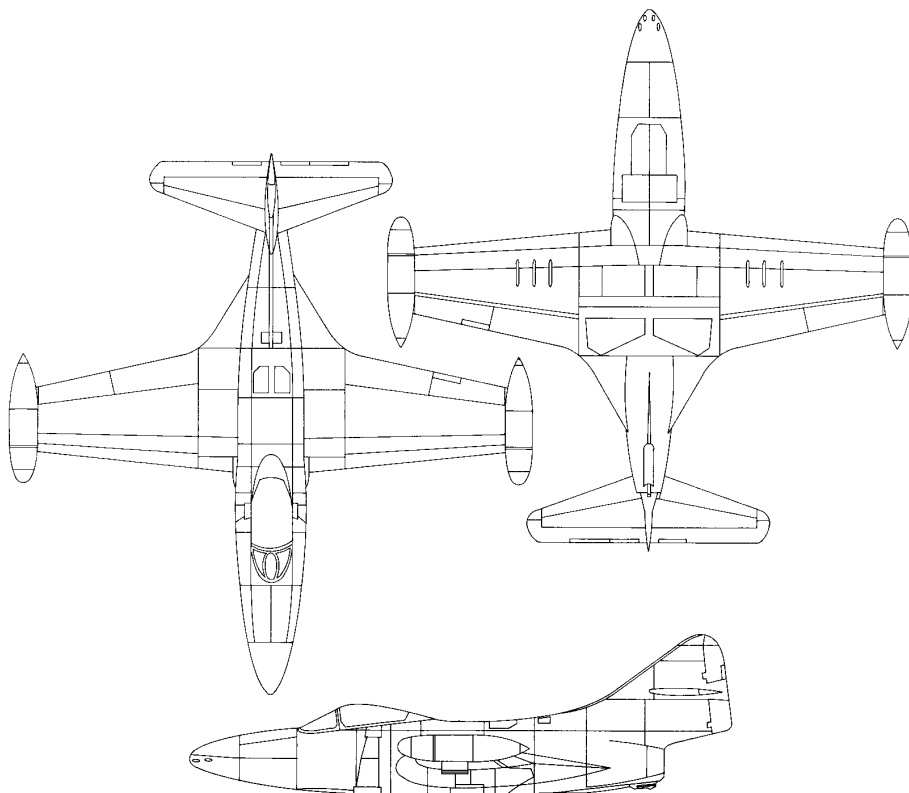
Planned designation for an F9F-8 powered by a Wright J65-W-6 engine. This aircraft was never delivered to the Navy.

Bureau Numbers

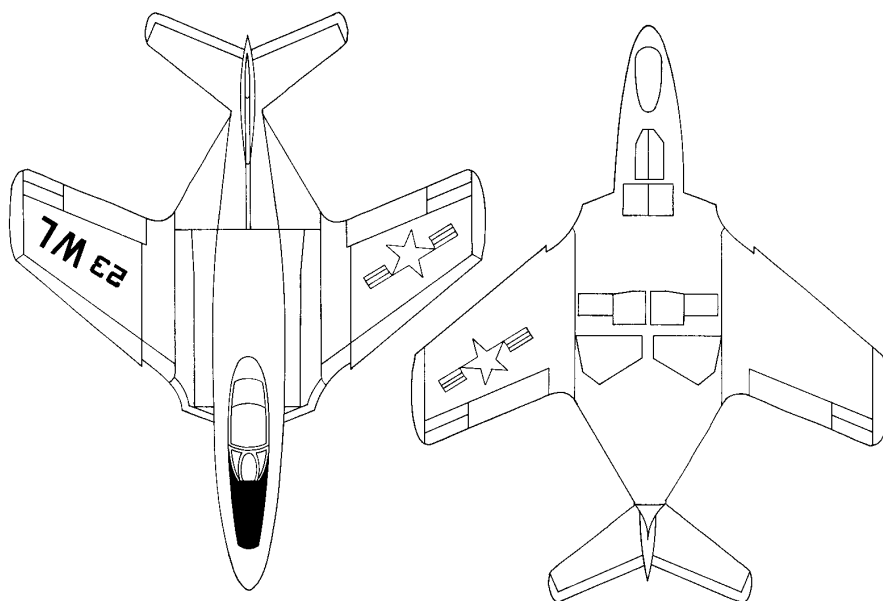
| | |
|--------|--|
| XF9F-2 | 122475 |
| XF9F-3 | 122476 |
| XF9F-2 | 122477 |
| F9F-2 | 122614-122708 |
| F9F-3 | 123016-123083 |
| XF9F-4 | 123084 |
| XF9F-5 | 123085 |
| F9F-3 | 123068-123087 (123087 canceled) |
| F9F-2 | 123397-123740 (123714-123740 canceled) |
| F9F-5 | 125080-125152 |
| F9F-4 | 125153-125225 |
| F9F-5 | 125226-125313 |
| F9F-5P | 125314-125321 |
| F9F-5 | 125414-125443 |
| F9F-5 | 125489-125499 |
| F9F-5 | 125533-125648 |
| F9F-5 | 125893-126256 |
| F9F-6 | 126257-126264 |
| F9F-5P | 126265-126290 |
| F9F-5 | 126627-126669 |
| XF9F-6 | 126670-126672 |
| F9F-2 | 127086-127215 |
| F9F-6 | 127216-127470 |
| F9F-5P | 127471-127472 |
| F9F-6P | 127473-127492 |
| F9F-6 | 128055-128294 |
| F9F-6P | 128295-128310 |
| F9F-7 | 130752-130919 |
| F9F-6 | 130920-131062 |
| F9F-8 | 131063-131251 |
| F9F-6P | 131252-131255 |
| F9F-8 | 134234-134244 |
| F9F-6 | 134245-134433 |
| F9F-6P | 134446-134465 |
| F9F-8 | 138823-138898 |

F9F-8 141030-141229
 F9F-8 141648-141666
 YF9F-8T 141667
 F9F-8P 141668-141727
 F9F-8T 142437-142532

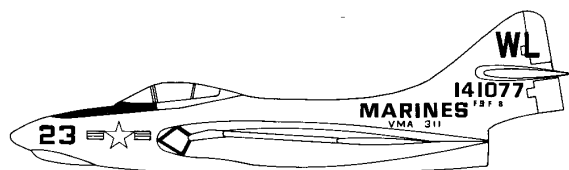
F9F-8T 142945-143013
 F9F-8 144271-144376
 F9F-8P 144377-144426
 F9F-8T 146342-146425
 F9F-8T 147270-147429



Line drawings for an F9F Panther.



Line drawings for an F9F Cougar.



F/A-18 Hornet

On 6 June 1974, the Navy released to the aerospace industry a pre-solicitation notice for the development of a new fighter and attack aircraft. Six manufacturers responded. On 28 August, the Chief of Naval Operations released the operational requirement for a strike fighter aircraft. The intent was to produce a fighter that would supplement the F-14 Tomcat and eventually replace both the F-4 Phantom II and the light attack A-7 Corsair II. This was to be done at the least expense possible, and Congress directed that the aircraft was to be a derivative of the YF-16/YF-17 then under evaluation by the Air Force.

On 2 May 1975, the Navy announced the selection of McDonnell Douglas' F-18 aircraft design. The General Electric Corporation was awarded a contract to develop the aircraft's engine. McDonnell Douglas was selected as the prime contractor. The Northrop Corporation was selected to build the after fuselage portion of the aircraft.

By the end of the 1980s, the F/A-18 Hornet, had proved to be a truly multi-mission tactical aircraft. It brought to the fleet a light-attack capability and a potent fighter complement to the F-14 in the outer air battle.

| | |
|-----------------------------------|-------------|
| First flight | 18 Nov 1978 |
| First reported in squadron | VFA-125 |
| Number delivered as of 1 Oct 1993 | 859 |

Model Designations Accepted from the Manufacturer (New Builds)

F/A-18A:

The original version. Single seat, capable of carrying bombs and air-to-air guided missiles.

F/A-18B:

Training version of the F/A-18A with combat capability. This designation replaced TF/A-18A.

F/A-18C:

Single seat with maximum level speed of more than Mach 1.8. The F/A-18C differs from F/A-18A in its ability to carry the AMRAAM missile, the infra-red Maverick missile, and the Airborne Self-Protection Jammer (ASPJ). There is also an enhanced avionics suite and night attack capability. Specifications for the F/A-18C are as follows:

Dimensions:

| | |
|-----------|----------------|
| Wing Span | 37 ft 6 in |
| Length | 56 ft |
| Height | 15 ft 3 1/2 in |

Weight:

| | |
|---|------------|
| Empty | 23,050 lbs |
| Maximum fuel weight, internal and external | 17,592 lbs |



An F/A-18A Hornet takes off from Lambert-St. Louis International Airport on its first flight, November 1978.

| | |
|--|------------|
| Take off weight for fighter mission | 36,710 lbs |
| Take off weight for attack mission | 49,224 lbs |

Armament:

nine external stations for missiles and bombs
M61 20 mm six-barrel gun in nose

Engines:

two General Electric F404-GE-400

F/A-18D:

Two seat version of the F/A-18C with reconnaissance capability.

TF/A-18A:

Training version with combat capability. This designation was replaced with F/A-18B.

Modifications to Existing Airframes

F/A-18D (RC):

Tactical reconnaissance version.

Other Designations

CF-18:

Version for Canada.

EF-18A and EF-18B:

Versions for Spain.

AF-18A and ATF-18A:

Versions for Australia.

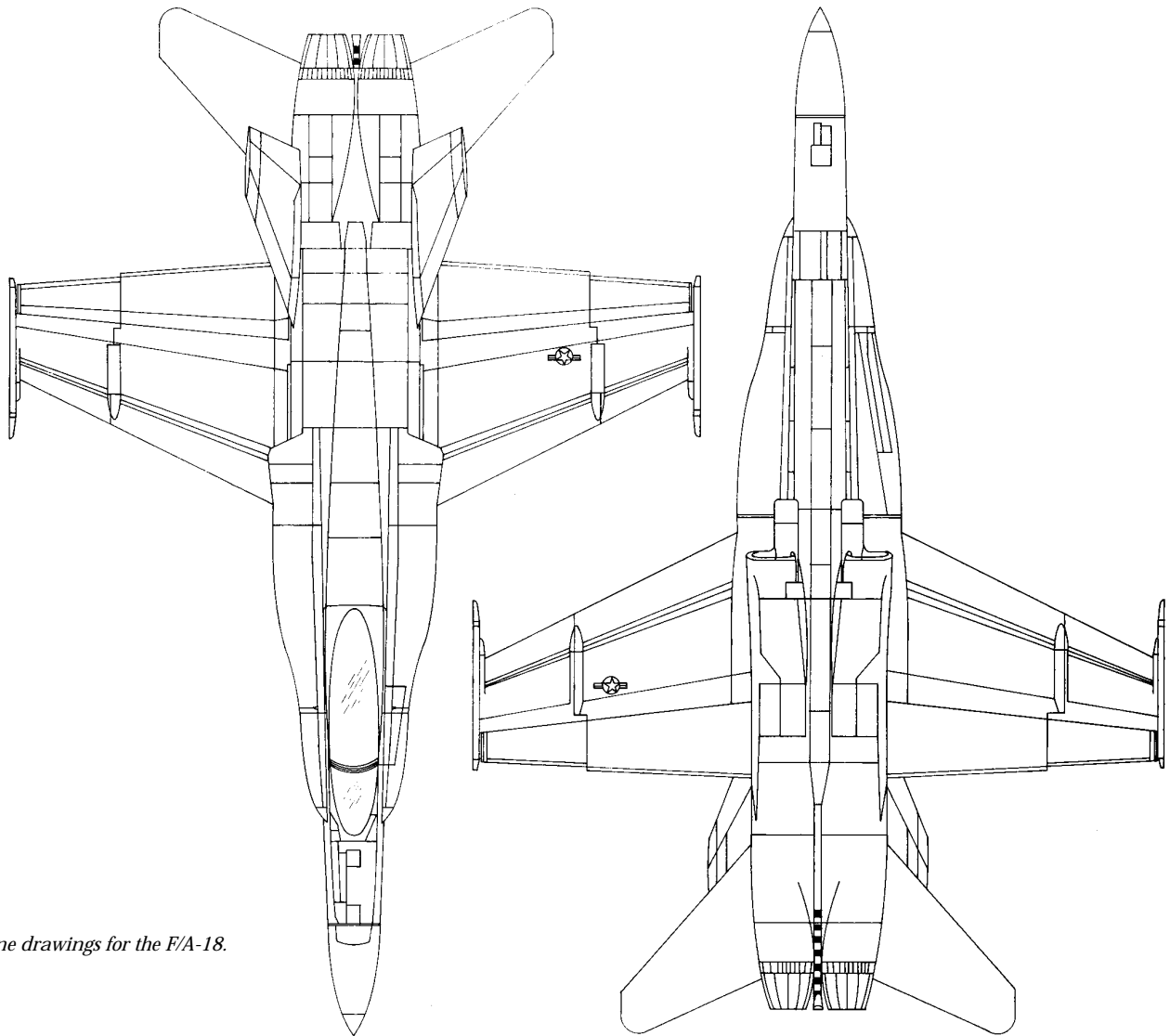
Bureau Numbers

| | |
|---------|---------------|
| F/A-18A | 160775-160785 |
| F/A-18A | 161213-161216 |
| F/A-18A | 161248 |
| F/A-18A | 161250-161251 |
| F/A-18A | 161353 |
| F/A-18A | 161358-161359 |
| F/A-18A | 161361-161367 |

| | | | |
|----------|---------------|----------|---------------|
| F/A-18A | 161519-161528 | TF/A-18A | 162419 |
| F/A-18A | 161702-161703 | TF/A-18A | 162427 |
| F/A-18A | 161705-161706 | TF/A-18A | 162842 |
| F/A-18A | 161708-161710 | TF/A-18A | 162850 |
| F/A-18A | 161712-161713 | TF/A-18A | 162857 |
| F/A-18A | 161715-161718 | TF/A-18A | 162864 |
| F/A-81A | 161720-161722 | TF/A-18A | 162870 |
| F/A-18A | 161725-161726 | TF/A-18A | 162885 |
| F/A-18A | 161728-161732 | TF/A-18A | 163104 |
| F/A-18A | 161734-161739 | TF/A-18A | 163110 |
| F/A-18A | 161741-161745 | TF/A-18A | 163115 |
| F/A-18A | 161747-161761 | TF/A-18A | 163123 |
| F/A-18A | 161925-161931 | F/A-18C | 163427-163433 |
| F/A-18A | 161933-161937 | F/A-18C | 163435 |
| F/A-18A | 161939-161942 | F/A-18C | 163437-163440 |
| F/A-18A | 161944-161946 | F/A-18C | 163442-163444 |
| F/A-18A | 161948-161987 | F/A-18C | 163446 |
| F/A-18A | 162394-162401 | F/A-18C | 163448-163451 |
| F/A-18A | 162403-162407 | F/A-18C | 163453 |
| F/A-18A | 162409-162412 | F/A-18C | 163455-163456 |
| F/A-18A | 162414-162418 | F/A-18C | 163458-163459 |
| F/A-18A | 162420-162426 | F/A-18C | 163461-163463 |
| F/A-18A | 162428-162477 | F/A-18C | 163465-163467 |
| F/A-18A | 162826-162841 | F/A-18C | 163470-163478 |
| F/A-18A | 162843-162849 | F/A-18C | 163480-163481 |
| F/A-18A | 162851-162856 | F/A-18C | 163483-163485 |
| F/A-18A | 162858-162863 | F/A-18C | 163487 |
| F/A-18A | 162865-162869 | F/A-18C | 163489-163491 |
| F/A-18A | 162871-162884 | F/A-18C | 163493-163499 |
| F/A-18A | 162886-162909 | F/A-18C | 163502-163506 |
| F/A-18A | 163092-163103 | F/A-18C | 163508-163509 |
| F/A-18A | 163105-163109 | F/A-18C | 163699 |
| F/A-18A | 163111-163114 | F/A-18C | 163701-163706 |
| F/A-18A | 163116-163122 | F/A-18C | 163708-163719 |
| F/A-18A | 163124-163175 | F/A-18C | 163721-163762 |
| TF/A-18A | 161217 | F/A-18C | 163764-163770 |
| TF/A-18A | 161249 | F/A-18C | 163772-163777 |
| TF/A-18A | 161354-161357 | F/A-18C | 163779-163782 |
| TF/A-18A | 161360 | F/A-18C | 163985 |
| TF/A-18A | 161704 | F/A-18C | 163987-163988 |
| TF/A-18A | 161707 | F/A-18C | 163990 |
| TF/A-18A | 161711 | F/A-18C | 163992-163993 |
| TF/A-18A | 161714 | F/A-18C | 163995-163996 |
| TF/A-18A | 161719 | F/A-18C | 163998-164000 |
| TF/A-18A | 161723 | F/A-18C | 164002-164004 |
| TF/A-18A | 161727 | F/A-18C | 164006 |
| TF/A-18A | 161733 | F/A-18C | 164008 |
| TF/A-18A | 161740 | F/A-18C | 164012-164013 |
| TF/A-18A | 161746 | F/A-18C | 164015-164016 |
| TF/A-18A | 161924 | F/A-18C | 164018 |
| TF/A-18A | 161932 | F/A-18C | 164020-164021 |
| TF/A-18A | 161938 | F/A-18D | 163434 |
| TF/A-18A | 161943 | F/A-18D | 163436 |
| TF/A-18A | 161947 | F/A-18D | 163441-163442 |
| TF/A-18A | 162402 | F/A-18D | 163445 |
| TF/A-18A | 162408 | F/A-18D | 163447 |
| TF/A-18A | 162413 | F/A-18D | 163454 |

F/A-18D 163457
 F/A-18D 163464
 F/A-18D 163468
 F/A-18D 163479
 F/A-18D 163482
 F/A-18D 163486
 F/A-18D 163488
 F/A-18D 163492
 F/A-18D 163500-163501
 F/A-18D 163507
 F/A-18D 163510
 F/A-18D 163700
 F/A-18D 163707

F/A-18D 163720
 F/A-18D 163763
 F/A-18D 163771
 F/A-18D 163778
 F/A-18D 163986
 F/A-18D 163989
 F/A-18D 163991
 F/A-18D 163994
 F/A-18D 163997
 F/A-18D 164005
 F/A-18D 164009
 F/A-18D 164011
 F/A-18D 164019



Line drawings for the F/A-18.

FH (FD) Phantom

In January 1943, the Navy's decision to build an all jet-powered, carrier-based aircraft led to a contract award to the McDonnell Aircraft Company, St. Louis, Missouri. McDonnell had never designed an aircraft for the Navy, and the Navy had never before sought a jet aircraft. Following the procedure of the day, the Navy assigned a manufacturer's letter to McDonnell for its incorporation into the aircraft's designation. At the time, all usable letters were in use, so the Navy—almost presciently—assigned McDonnell the letter D which was already used by Douglas. On 6 June 1947, the letter was later changed to H; the Phantom was first designated FD and later FH.

The aircraft first flew on 26 January 1945. VF-17A made the first acceptance on 23 July 1947. VMF-122

was the last squadron to report a Phantom on 1 July 1950. A total of 61 aircraft were accepted.

Model Designations Accepted from the Manufacturer (New Builds)

XFD-1:

Experimental version of the FD-1. The designation was never changed to XFH-1.

FD-1:

Production version of the FD-1. Basically the same as the XFD-1 but with some redesign of the vertical tail structure. Designation was later changed to FH-1.

Characteristics of XFD-1:

| | |
|--------------|--|
| Crew | One |
| Power Plant | Two 1,560 lb Westinghouse J60 engines |
| Combat Range | 475 nautical miles |
| Weight | |
| Gross | 8,626 lbs |
| Empty | 6,156 lbs |
| Dimensions | |
| Wing Span | 42 ft |
| Length | 37 ft 2 in |
| Height | 13 ft 2 in |
| Ordnance: | None in experimental version. Four fixed .50 cal. guns in FD-1. |

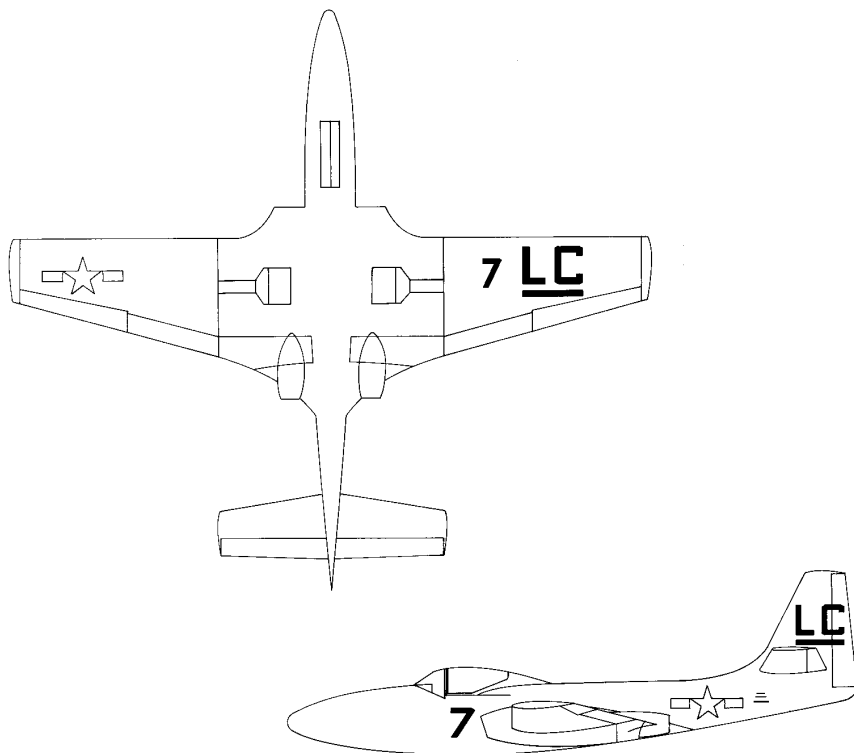
Bureau Numbers

| | |
|-------|--|
| XFD-1 | 48235-48236 |
| FD-1 | 111749-111848 (111809-111848 canceled) |



The XFD-1 Phantom in flight, later redesignated FH.

Line drawings for the FH.



FJ-3/4 (F-1) Fury

North American's straight-wing Navy FJ-1 of the 1940s led to the swept wing F-86 Sabre; it seemed a logical development for the company to later produce a swept-wing, carrier-based fighter. It would be designated FJ-2 and would first fly on 27 December 1951. All FJ-2s were powered by a single General Electric J47-GE-2 engine with 6,000 pounds thrust; all were assigned to the Marine Corps. The later carrier-based variant was designated FJ-3 and was powered by a single Wright J65-W-4 engine with 7,800 pounds thrust; it first flew in 1953. The FJ-4 had a redesigned fuselage and wings with greater fuel capacity but the same engine as the FJ-3. The FJ-4 was used primarily by the Marine Corps. In 1962, the FJ-3 and FJ-4 were redesignated F-1C and F-1E, respectively. The last Fury was delivered in May 1958. The Fury was last reported in squadron on 30 September 1962.



An XFJ-4 Fury in flight, November 1954.

Model Designations Accepted from the Manufacturer (New Builds)

FJ-3 (F-1C):

Single-engine, sweptwing, single-place, high-performance day fighter. Characteristics of FJ-3 (F-1C) are as follows:

| | |
|-----------------|-----------------------------|
| Crew | One |
| Power Plant | 7,800 pound Wright J65-W-4A |
| Combat Range | 990 nautical miles |
| Weight | |
| Empty | 12,815 lbs |
| Basic | 13,790 lbs |
| Design | 16,482 lbs |
| Combat | 16,632 lbs |
| Maximum Takeoff | 19,390 lbs (catapult) |
| Maximum Landing | 15,000 lbs (arrested) |
| Dimensions | |
| Wing | |
| Area | 288 sq ft |
| Span | 37 ft 1 in |
| Length | 38 ft 7 in |

| | |
|--------|------------|
| Height | 13 ft 8 in |
| Tread | 9 ft |

Ordnance on FJ-3 beyond Bureau Number 136118:

Four 20 mm guns in forward fuselage with 646 rounds.
Wing stations to carry: 5 inch rockets; 250, 500 and 1,000 lb bombs; 260 lb fragmentation bomb; two AIM-9 missiles

FJ-3M (MF-1C):

FJ-3 equipped to carry AIM-9 Sidewinder missile.

XFJ-4:

Experimental version of FJ-4.

FJ-4 (F-1E):

Production improvement of the FJ-3.

FJ-4B (AF-1E):

FJ-4 with provisions for attack missions.

Other Designations

FJ-3D (DF-1C):

FJ-3 modified for control of Regulus missile.

FJ-3D2 (DF-1D):

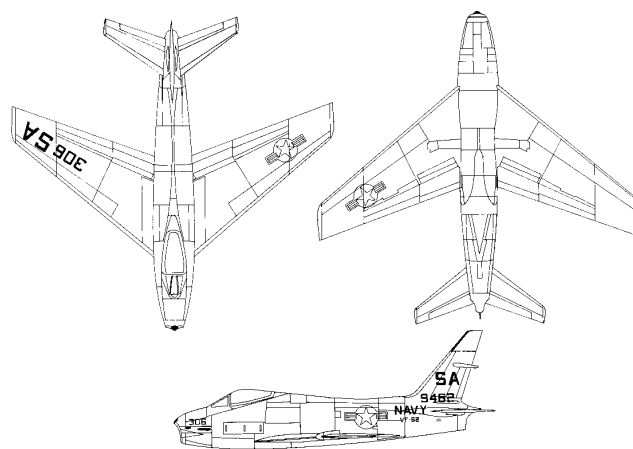
FJ-3 capable of controlling the F9F-6K and KDA-1.

FJ-4F:

FJ-4 with provision for rocket assist.

Bureau Numbers

| | |
|---------------|--|
| FJ-3 (F-1C) | 135774-136162, 139210-139278, 139324-139423 (canceled) |
| FJ-3M (MF-1C) | 141364-141443 |
| XFJ-4 | 139279-139280 |
| FJ-4 (F-1E) | 139281-139323, 139424-139530 |
| FJ-4B (AF-1E) | 139531-139555, 141444-141489, 143493-143676 (143644-143676 canceled) |



Line drawings for the FJ Fury.

FM Wildcat

Built by the Eastern Aircraft Division of General Motors to Grumman's F4F Wildcat design, an FM first flew in August 1942. Eastern was made a second production source for this aircraft to allow Grumman to concentrate on the Wildcat's successor, the F6F Hellcat. In all, Eastern delivered 5,927 FMs to the Navy, including those for use by the Allies. An FM was last reported in squadron in November 1945.

Model Designations Accepted from the Manufacturer (New Builds)

FM-1:

Based on F4F-4, the FM-1 had a gross weight 75 pounds greater than that of the F4F-4. Characteristics of the FM-1 are as follows:

| | |
|---------------|--|
| Crew | One |
| Power Plant | Pratt & Whitney R-1830-86 with 1,200 hp |
| Combat Radius | 324 nautical miles |
| Weight | |
| Gross | 8,837 lbs |
| Empty | 5,895 lbs |
| Dimensions | |
| Wing | |
| Area | 260 sq ft |
| Span | 38 ft |
| Length | 28 ft 10 in |
| Height | 12 ft 2 in |
| Ordnance: | Four forward-firing .50 cal. guns |
| with | 1,720 rounds. |



An FM-2 Wildcat in flight, April 1944.

FM-2:

Based on a Grumman prototype designated XF4F-8, the FM-2 was powered by one Wright R-1820-56 engine of 1,350 hp and had a tail fin slightly taller than the FM-1's.

Other Designations:

XFM-2:

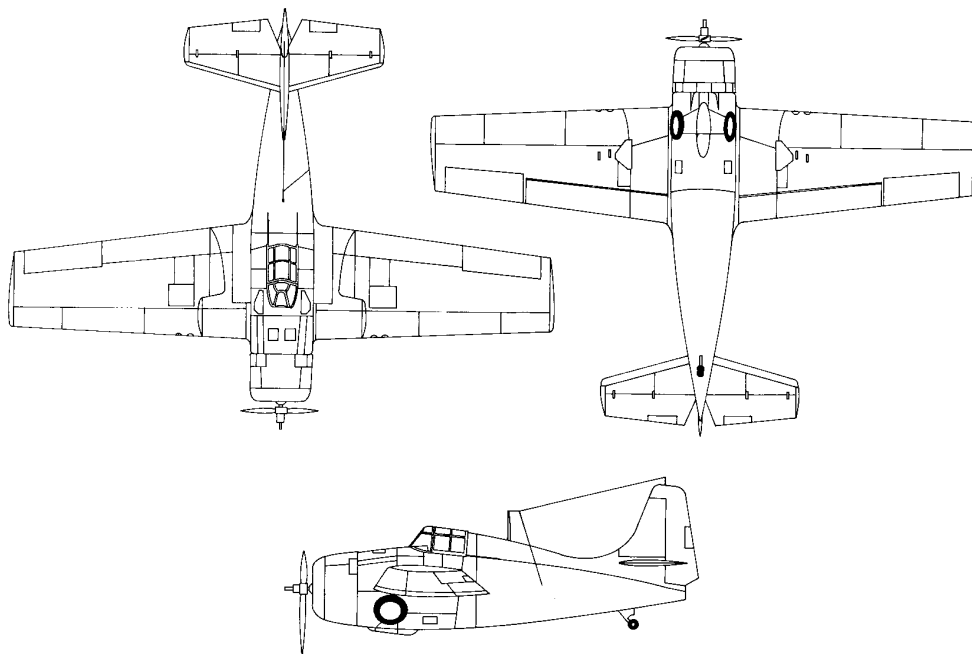
F4F-4 converted to facilitate production engineering of the FM-2.

FM-2P:

FM-2 equipped for reconnaissance.

Bureau Numbers

| | |
|------|---|
| FM-1 | 14992-15951, 46738-46837 |
| FM-2 | 15952-16791, 46838-47437, 55050-55649, 56684-57083, 73499-75158, 86297-87719 (86974-87719 canceled) |



Line drawings for an FM-2.

OV-10 Bronco

In October 1964, the Navy awarded a contract to North American to design a Light Armed Reconnaissance Aircraft (LARA) for the Marine Corps. Two years later, the LARA had developed into a tri-service program to provide a Counter-Insurgency (COIN) aircraft for the United States Armed Forces. HML-267 accepted the first article for the Marine Corps in February 1968. A total of 356 Broncos were accepted for Navy and Marine Corps use and for foreign military sales.

Model Designations Accepted from the Manufacturer (New Builds)

YOV-10A:

Prototype of the Bronco.



A full-scale mock-up of the OV-10 at the North American factor, circa mid-1960s.

OV-10A:

Production version of the Bronco. It was the only variant accepted for the Marine Corps. Characteristics of the OV-10A are as follows:

| | |
|-----------------|---|
| Crew | Two |
| Power Plant | Two 715-shp Garrett Air Research turboprops |
| Combat Range | 789 nautical miles |
| Weight | |
| Maximum Takeoff | 14,444 lbs |
| Empty | 6,921 lbs |
| Dimensions | |
| Wing Span | 40 ft 4 in |
| Wing Area | 291 sq ft |
| Length | 41 ft 6 in |
| Height | 15 ft 1 in |
| Ordnance: | Four 7.62-mm guns, AIM-9 Sidewinders, rockets, bombs, gun pods. |

Other Designations

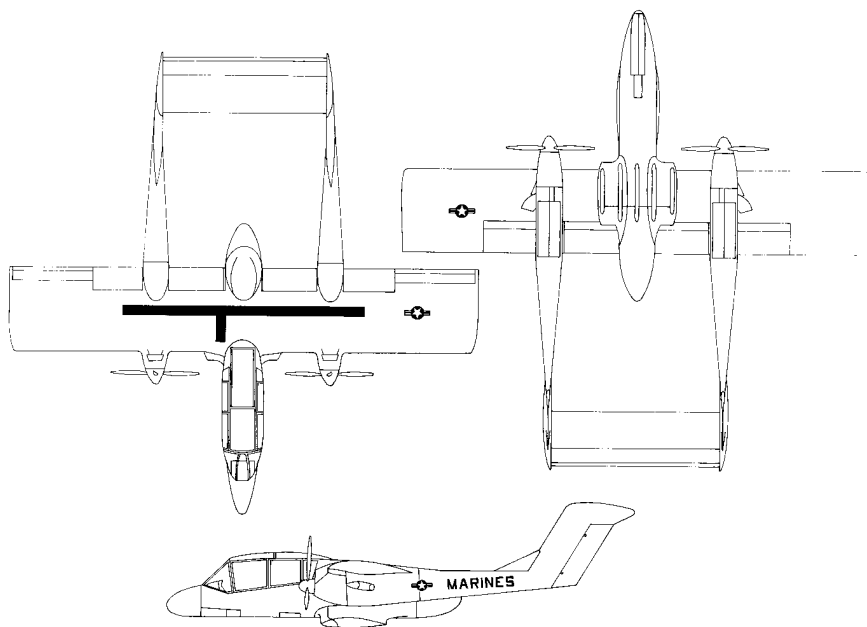
OV-10D:

The result of an improvement program to produce what was referred to as the OV-10D Plus configuration. Begun in 1988, the -10D included the Service Life Extension Program, which comprised a wide range of engineering change proposals to update the aircraft and improve its performance. Some structural changes were made and avionics equipment was added. The aircraft was night vision capable.

Bureau Numbers

YOV-10A 152879-152885

OV-10A 155390-155503, 613552, 674652, 674623, 683809, 683799, 683796, 674626



Line drawings for the OV-10A.

PB4Y Liberator

(and its other names and designations)

By 1942, the Royal Air Force (RAF) was using Consolidated's U.S. Army land-based B-24 Liberator on long-range patrol against German submarines and surface vessels. The RAF's success in this deployment was sufficient to induce the U.S. Navy to acquire a quantity of the type. The B-24D entered Navy inventory as the PB4Y-1 Liberator when VP-51 accepted the first articles in October 1942. The B-24 remained in U.S. Navy service until VJ-62 last reported a P4Y-1P in squadron. At the time of the redesignation in 1962, the only variant of the aircraft remaining in Navy use was the target drone P4Y-2K, which was redesignated QP-4B. A total of 977 -1s and 739 -2s were procured.

Records show that at sometime the PB4Y-1s and PB4Y-2s were both called Liberator, although it was probably the intention always to refer to all -1s as Liberator and all -2s as Privateer. The P4Y-2s, which were PB4Y-2s redesignated, were all called Privateer. The Coast Guard flew some Privateers under the designation P4Y-2G. Other Navy acquisitions included the transport version designated RY-1, RY-2 and RY-3—all of which were called Liberator Express.

Model Designations Accepted from the Manufacturer (New Builds)

PB4Y-1:

Land-based bomber used mainly for ASW. Dual tail fin. Powered by four Pratt & Whitney R-1830-43s.



A naval reserve P4Y-2 from NAS Glenview at Gibraltar.

PB4Y-2:

Single tail fin, longer fuselage than the -1, additional armament and powered by four Pratt & Whitney R-1830-94s. Redesignated P4Y-2. Characteristics of the PB4Y-2 are as follows:

| | |
|-----------------|--|
| Crew | 11 |
| Power Plant | Four Pratt & Whitney R-1830-43. |
| Combat Range | 1,920 nautical miles |
| Weight | |
| Maximum Takeoff | 64,000 lbs |
| Empty | 37,464 lbs |
| Dimensions | |
| Wing Span | 110 ft |
| Wing Area | 1,048 sq ft |
| Length | 74 ft 9 in |
| Height | 29 ft 2 in |
| Ordnance: | Twelve .50 cal. guns: 2 in the nose turret, 2 in the tail turret, 4 in the waist, 2 in the forward deck and 2 in the after deck. Total of 6,800 rounds. Provisions for four 2,000 pound or eight 1,000 pound or twelve 500 pound bombs; or twelve 324 pound depth charges; or four 2,000 pound or eight 1,000 pound mines. |

PB4Y-2B:

PB4Y-2 modified to launch and control the ASM-N-2 Bat glide bomb. Redesignated P4Y-2B.

PB4Y-2M:

Demilitarized version of the PB4Y-2 used for weather reconnaissance.

PB4Y-2S:

Antisubmarine version of the PB4Y-2. Redesignated P4Y-2S.

Other Designations

PB4Y-1P:

PB4Y-1 equipped for photoreconnaissance. Redesignated P4Y-1P.

PB4Y-1Z:

PB4Y-1 converted for administrative purposes.

XPB4Y-2:

Experimental version of the PB4Y-2.

PB4Y-2C:

PB4Y-2 with an Emerson turret in lieu of the ERCO turret in the bow.

P4Y-2G:

P4Y-2 flown by the U.S. Coast Guard.

P4Y-2S2:

Improved version of the P4Y-2S.

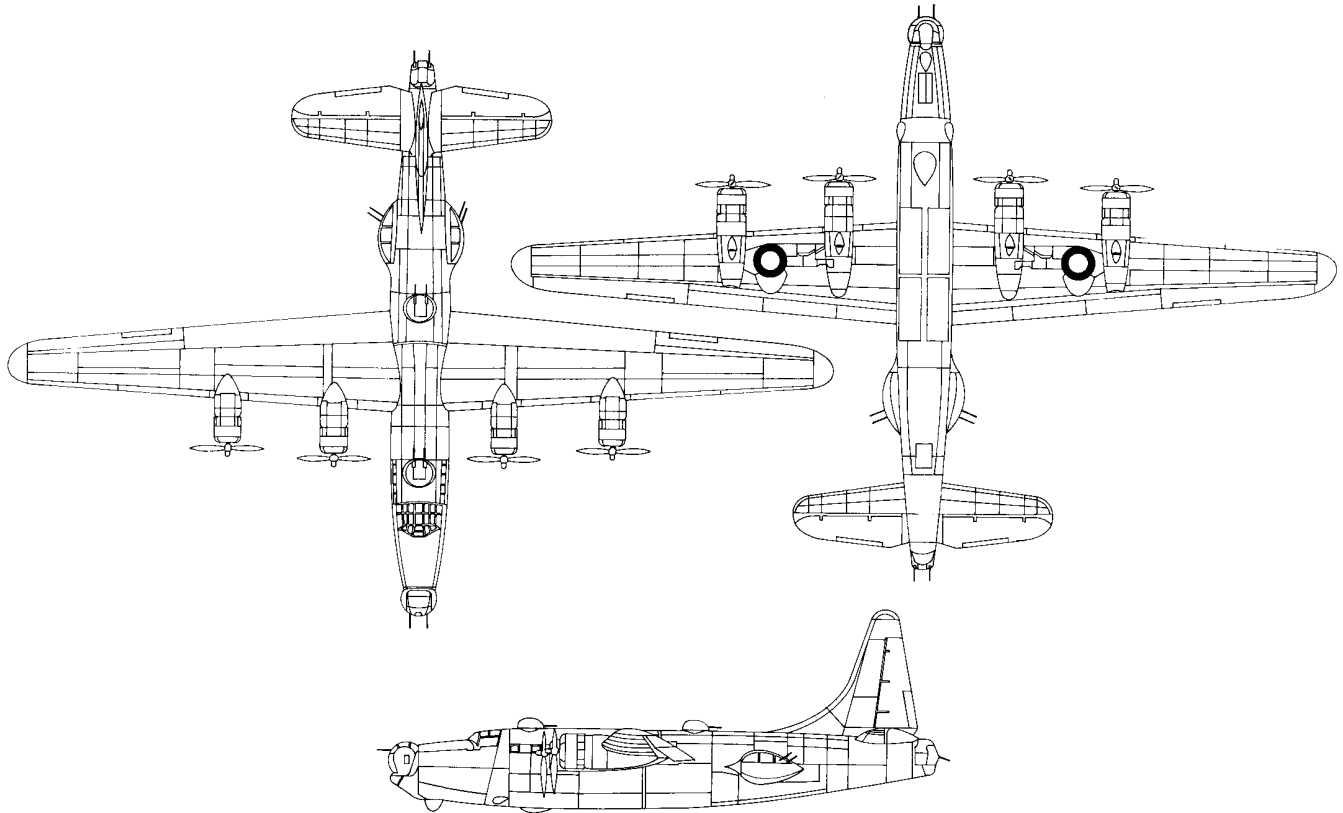
P4Y-2K:

Equipped as a target drone.

Bureau Numbers

PB4Y-1 31936-32085, 32087-32094, 32097-32335,
38773-38979, 46725-46737, 63915-63991
(63960-63991 canceled), 65287-65396,
90132-90271, 90462-90271
XPB4Y-2 32086, 32095-32096

PB4Y-2 59350-59924 (59554 canceled), 59926,
59929-59937, 59939-59944, 59946-59948,
59950-59954, 59970-60009, 66245-66394,
(66325-66394 canceled), 66795-67054 (all
canceled), 76839-77138 (all canceled)
PB4Y-2B 59925
PB4Y-2S 59927
PB4Y-2M 59928, 59938, 59945, 59949, 59955-59969



Line drawings for the PB4Y-2.

SB2A Buccaneer

In 1934, the Brewster Aeronautical Corporation designed the XSBA-1 for the Navy and built one article. On 4 April 1939, the Navy awarded Brewster a contract for another Scout Bomber. This contract led to the SB2A Buccaneer. The Navy accepted a total of 771 SB2As of which 468 were for foreign military use. The Navy eventually used some of these aircraft for training, but if any of the 771 SB2As ever saw combat, no record of it has yet been found.



An SB2A Buccaneer.

| | |
|----------------------------|-----------------------------|
| First contract | 4 April 1939 |
| First flight | 17 June 1941 |
| First reported in squadron | 31 January 1943, VMF(N)-531 |
| Last delivery | February 1944 |
| Last reported in squadron | 30 Nov 1943 by VMF(N)-532 |
| Number accepted | 771 |

SB2A-1:

Specifications for the SB2A-1 are as follows:

Weights:

| | |
|-------|------------|
| Empty | 9,491 lbs |
| Gross | 14,565 lbs |

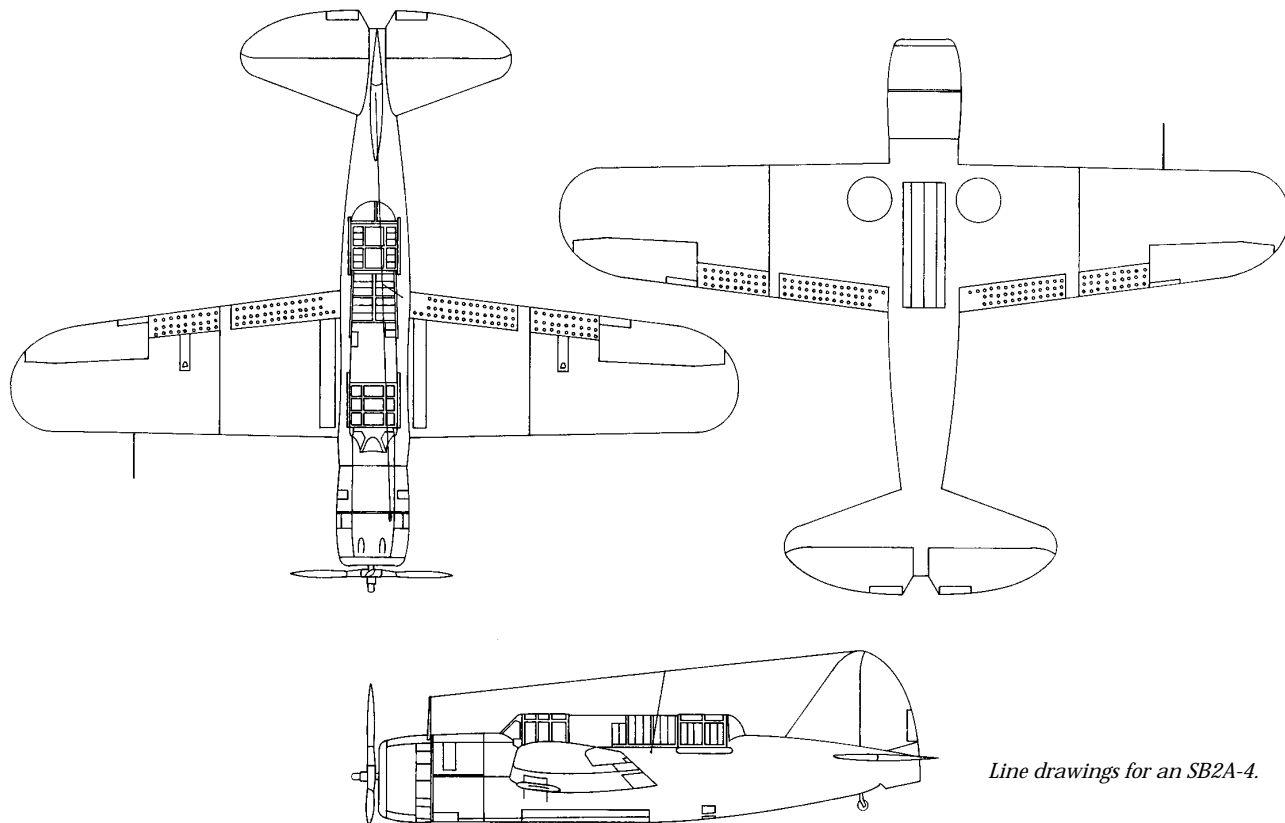
Ordnance:

- Two .30 cal. wing guns
- Two .50 cal. nose (propeller synchroized) guns
- Two .30 cal. flexible guns
- Two 500 or one 1,000 pound bomb

| | |
|-------------|----------------------------|
| Wing area | 379 sq ft |
| Wing span | 47 ft |
| Height | 15 ft 9 in |
| Length | 38 ft 10 in |
| Max range | 1,700 statute miles |
| Power plant | One 1,700 hp Wright R-2600 |

Bureau Numbers

| | |
|---------|-------------|
| XSB2A-1 | 1632 |
| XSB2A-1 | 01005 |
| SB2A-2 | 00803-00882 |
| SB2A-3 | 00883-00942 |
| SB2A-4 | 29214-29375 |



Line drawings for an SB2A-4.

SB2C/SBW/SBF Helldiver

Curtiss added to its list of Navy combat aircraft in December 1942 upon delivering the service's first SB2C Helldiver to VS-9. Powered by the Wright R-2600 Cyclone engine, the SB2C monoplane scout bomber was ordered by the Navy in 1939 as a replacement for the SBD Dauntless. It was Curtiss's first monoplane attack aircraft and would eventually be built in 19 designations by three manufacturers. By the time the Navy accepted the last Helldiver in October 1945, production had reached 6,650. The Helldiver, in its differ-

ent models, carried both fixed wing guns and flexible guns ranging from .30 to .50 calibre and 20 mm. Bomb capability was based on two external wing racks and an internal bomb bay equipped with displacement gear, or crutch, to release a single bomb. Some models could carry 5 inch rockets.

| | |
|----------------------------|-------------|
| First contract | 15 May 1939 |
| First flight | 18 Dec 1940 |
| First reported in squadron | 15 Dec 1942 |
| Last delivery | Oct 1945 |
| Number accepted | 6,650 |
| Last reported in squadron | 1 Jun 1949 |



An XSB2C-1 Helldiver, December 1940.

Model Designations Accepted from Manufacturer (New Builds)

XSB2C-2, XSB2C-5, XSB2C-6:

Experimental models.

SB2C-1:

The first production model of the Helldiver. The aircraft carried four .50 calibre fixed guns in the wings and twin .30 calibre guns in flexible mount. The SB2C-1 was tested for its torpedo launching capability but never tried to launch any in combat. Was powered by the R-2600-8 engine.

SB2C-1A:

A designation used only for procurement of SB2C-1s for the U.S. Army which designated them A-25A with the intention of using them for dive-bombers. There were some structural modifications from the Navy SB2C-1. The Army never used the land-based A-25A in combat, and neither did the Navy and Marine Corps, all of which eventually used the SB2C-1/A-25A for training.

SB2C-1C:

Carried two 20 mm fixed guns in the wings and twin .30 calibre guns on a flexible mount. It was powered by the R-2600-8 engine.

SB2C-3:

Carried two 20 mm fixed guns in the wings and twin .30 calibres on a flexible mount. It was powered by R-2600-20 engine.

SB2C-4:

SB3C-3 with perforated flaps.

SB2C-4E:

SB2C-4 with special radar.

SB2C-5:

Same as SB2C-4 but with improved pilot's cockpit, two 50 gallon wing tanks, and a strengthened fuselage. Specifications for the SB2C-5 are as follows:

Weights:

| | |
|--------|------------|
| Empty | 10,589 lbs |
| Combat | 14,415 lbs |

Ordnance:

- Two 20 mm wing guns
- Two .30 cal. guns on aft flexible mount
- Eight 5 inch HVAR rockets
- Internal bomb bay that could accommodate up to 1,000 lbs, and two external wing racks that could handle up to 1,000 lbs each.

| | |
|-----------|------------|
| Wing area | 422 sq ft |
| Wing span | 49 ft 9 in |

Height 14 ft 9 in
 Length 36 ft 8 in
 Power plant Wright R-2600-20 cyclone

SBW-1:

SB2C-1 built by Canadian Car and Foundry Co.

SBW-1B:

Built for the United Kingdom.

SBW-3:

Similar to SB2C-3.

SBW-4:

Same as SB2C-4.

SBW-4E:

Equipped with radar.

SBW-5:

Same as SB2C-5.

SBF-1:

SB2C-1 built by Fairchild of Canada.

SBF-3:

Same as SB2C-3.

SBF-4E:

Same as SB2C-4E.

Other Designations

SB2C-1E, SB2C-3E, and SB2C-5E:

Equipped with radar.

SB2C-3P:

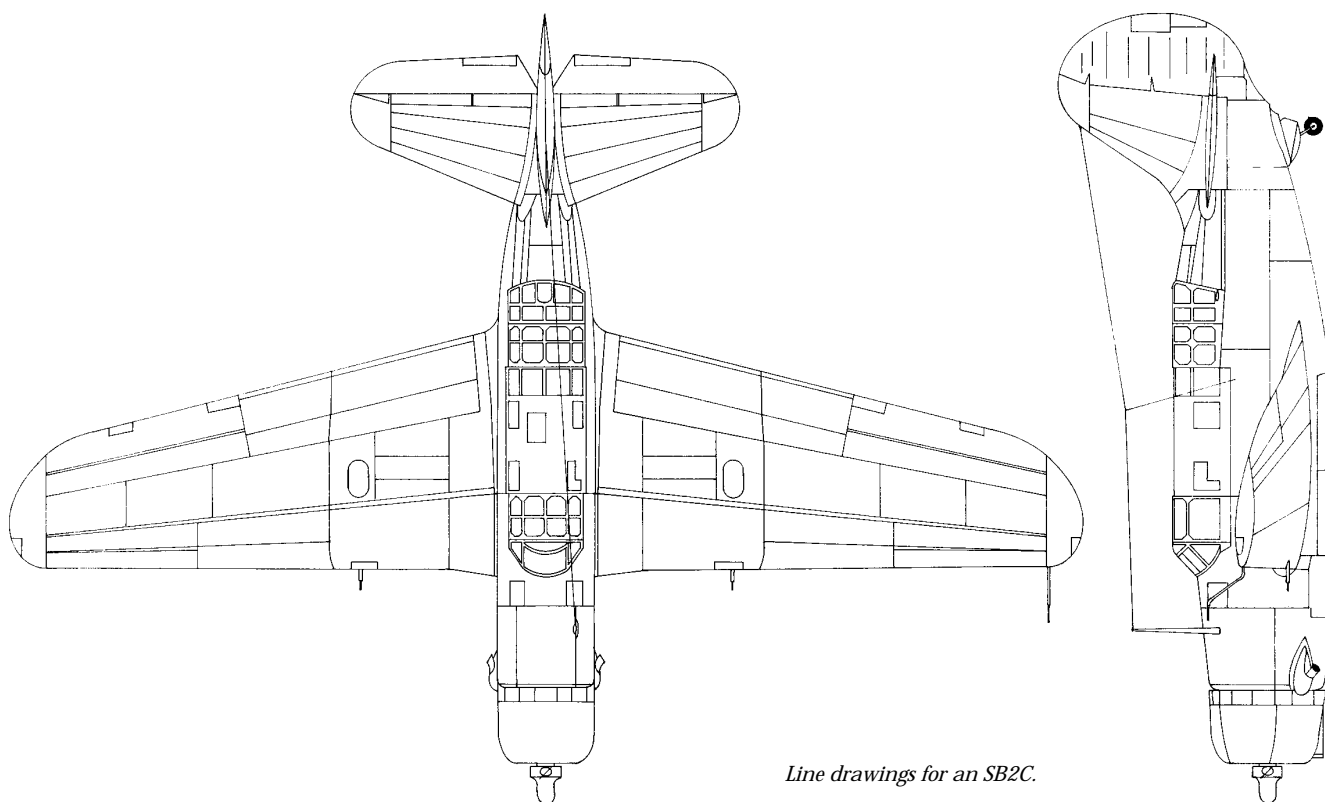
Equipped for photographic reconnaissance.

SB2C-5D:

Equipped for use as a control plane.

Bureau Numbers

| | |
|-----------|--|
| XSB2C-1 | 1758 |
| SB2C-1 | 00001-00004, 00006-00200 |
| SB2C-1A | 75218-75588, 76780-76818 |
| SB2C-1C | 00201-00370, 01008-01215, (01209-01215 canceled), 18192-18307, 18309-18598 |
| XSB2C-2 | 00005 |
| SB2C-3 | 18622-19710 |
| SB2C-3/3E | 18599-18619 |
| SB2C-4/4E | 19711-21191, 64993-65285, 82858-83126 |
| XSB2C-5 | 18308, 65286, 83127 |
| SB2C-5 | 83128-83751, 89120-90019 (89466-90019 canceled) |
| XSB2C-6 | 18620-18621 |
| SBF-1 | 31636-31685 |
| SBF-3 | 31686-31835 |
| SBF-4E | 31836-31935 |
| SBW-1 | 21192-21231, 60010-60035 |
| SBW-3 | 21233-21645 |
| SBW-4E | 21646-21741, 60036-60209 |
| SBW-5 | 60210-60459 (60210, 60296-60459 canceled), 21232 (21232 canceled) |



Line drawings for an SB2C.

SB2U Vindicator

Among the first monoplanes to fly from a carrier, the SB2U Vindicator was produced by Vought to provide the Navy with a new dive bomber incorporating the latest aerodynamic developments. The aft portions of the SB2U-1's wings were partially covered with fabric, and the aircraft had some shortcomings such as an uncomfortable cockpit and poor lateral control, but it would prove to be reliable and effective in performing its intended mission.

| | |
|----------------------------|------------------------------------|
| First contract | 11 October 1934 |
| First flight | 4 January 1936 |
| First reported in squadron | 20 December 1937 by VB-3 |
| Last delivery | July 1941 |
| Last reported in squadron | SB2U-1 by VB-9 on 28 February 1943 |
| Number accepted | 170 |

Models Accepted from the Manufacturer (New Builds)

XSB2U-1:

Experimental version.

XSB2U-3:

Experimental version.

SB2U-1:

Powered by the Pratt & Whitney 850 hp R-1535-96 engine. Two .30 calibre wing guns, a .30 calibre aft firing gun, carried a 1,000 lb bomb.

SB2U-2:

Same as SB2U-1 but with a higher gross weight.

SB2U-3:

Built for the Marine Corps, the SB2U-3 could operate from a carrier. It had two .50 calibre guns mounted



An XSB2U-1 Vindicator, May 1936.

in the cowlings and was powered by a Pratt & Whitney R-1535-2 engine. Specifications for the SB2U-3 seaplane are as follows:

Weights:

| | |
|-------|-----------|
| Empty | 6,153 lbs |
| Gross | 8,900 lbs |

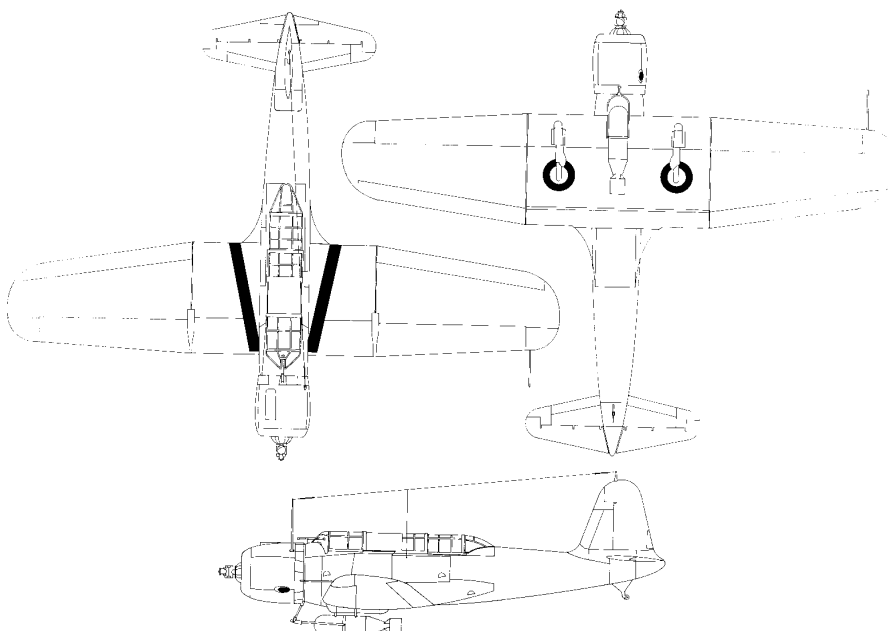
Ordnance:

- Two .30 cal. wing guns
- One .30 cal. flexible gun
- One 500 or 1,000 lb bomb

| | |
|-------------|-------------------------------|
| Wing area | 305 sq ft |
| Wing span | 41 ft 10 in |
| Height | 16 ft 6 in |
| Length | 37 ft |
| Power plant | Pratt & Whitney 825 hp R-1535 |
| Max range | 1,240 statute miles |

Bureau Numbers

| | |
|---------|-----------|
| XSB2U-1 | 9725 |
| SB2U-1 | 0726-0778 |
| XSB2U-3 | 0779 |
| SB2U-2 | 1326-1383 |
| SB2U-3 | 2044-2100 |



Line drawings for an SB2U.

SBC

A Bureau of Aeronautics contract of 30 June 1932 to the Curtiss Company resulted in the prototype of a fighter aircraft designated XF12C. But before the aircraft was assigned to any fleet squadron, or even put into production, its mission was changed to scout bomber and its designation became SBC-1. Along the way, what had begun life as a monoplane became the last biplane to enter Navy service.

| | |
|----------------------------|----------------------------------|
| First contract | 30 June 1932 |
| First flight | 14 June 1934 |
| First reported in squadron | 17 July 1937 by VS-5 |
| Last delivery | April 1941 |
| Last reported in squadron | 1 June 1943 by VMSB-151 and VC-4 |
| Number accepted | 258 |

Models Accepted from the Manufacturer (New Builds)

XSBC-3:

Experimental article.

XSBC-4:

Experimental article.

SBC-3:

Two crew scout bomber powered by Pratt & Whitney R-1535-94.

SBC-4:

Two crew scout bomber powered by Pratt & Whitney R-1820-94.

Specifications for the SBC-4 are as follows:

Weight:

Empty 4,841 lbs

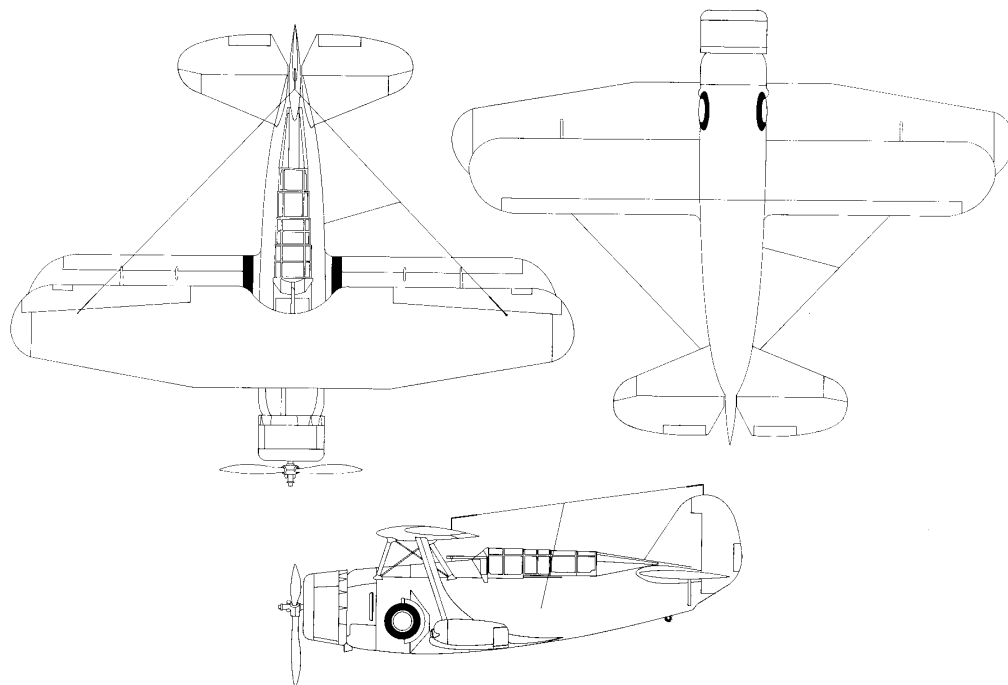


An XSBC-3 in flight, April 1936.

| | |
|-----------------------|---|
| Gross | 7,632 lbs |
| Dimensions: | |
| Wing span | 34 ft |
| Length | 27 ft 7 in |
| Ordnance: | |
| Guns | one forward firing .30 cal. and one flexible .30 cal. gun in rear |
| Maximum bomb capacity | 1,000 lbs |

Bureau Numbers

| | |
|--------|-------------------------------------|
| XSBC-3 | 9225 |
| SBC-3 | 0507-0589 (0582 modified to XSBC-4) |
| SBC-4 | 1268-1325 |
| SBC-4 | 1474-1504 |
| SBC-4 | 1809-1843 |
| SBC-4 | 4199-4248 |



Line drawings for an SBC-3.

SBD Dauntless

Begun by the Northrop Company as the BL-1 and later redesignated BT-2, this aircraft's manufacturer was incorporated into the Douglas Company before the plane was ready for delivery to the Navy. For this reason, it arrived in squadron with the Douglas D in its designation. One of the Navy's most successful combat aircraft, the Dauntless was an indispensable part of the fleet's striking power throughout the Second World War.

Douglas built the aircraft under the designation SBD. The Navy accepted 5,321 SBDs, of which 338 were for Foreign Military Sales. The Navy also accepted 55 BTs from Northrop. The SBD-5 was the most numerous of all the models.

Of all the models accepted from the manufacturer, the differences were in such areas as range, dimensions and engines. For example the SBD-1 had a maximum bombing range of about 860 miles and the SBD-5's was around 1,100. All models were powered by the Wright R-1820. The SBD-1 and the SBD-2 used the R-1820-32; the SBD-3 and the SBD-4 used the R-1820-52; and the SBD-5 used the R-1820-50. The wingspan of 41 feet 6 inches was the same in all models, but the length increased from 32 feet 2 inches in the SBD-1 to 33 feet in the SBD-5.

| | |
|----------------------------|----------------------|
| First contract | 11 Nov 1934 |
| First flight | Estimated Aug 1935 |
| First reported in squadron | 11 Apr 1938 by VB-5 |
| Last delivery | Aug 1944 |
| Last reported in squadron | SBD-6 on 30 Sep 1945 |
| Number accepted | 5,321 |



An SBD-3 Dauntless in flight, circa 1941.

Models Accepted from the Manufacturer (New Builds)

| | | |
|--------|--------|--------|
| SBD-1 | SBD-2 | SBD-3 |
| SBD-3A | SBD-4 | SBD-4A |
| SBD-5A | XSBD-6 | SBD-6 |
| XBT-1 | XBT-2 | BT-1 |

SBD-5:

Specifications for the SBD-5 are as follows:

Weight:

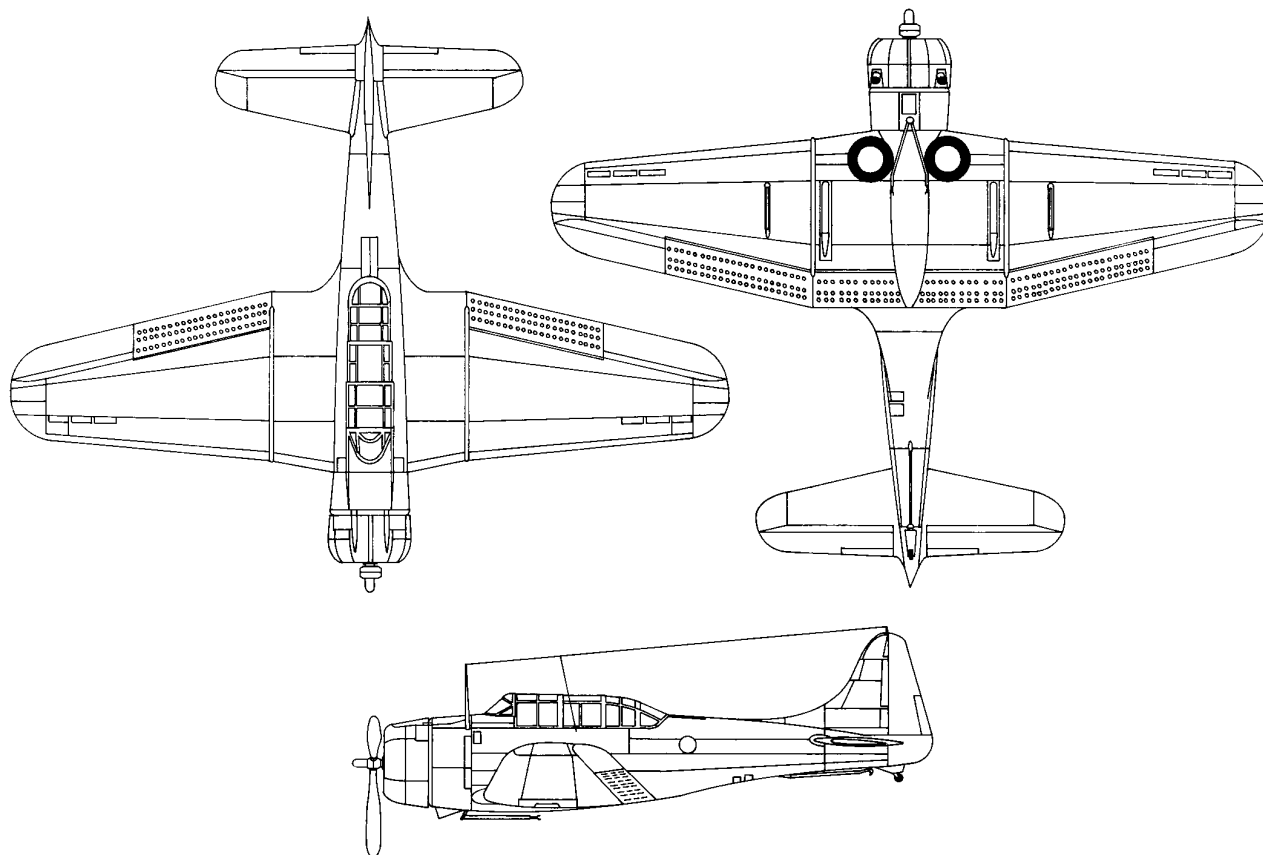
| | |
|-------|------------|
| Gross | 10,403 lbs |
|-------|------------|

| | |
|-----------------------|--|
| Empty | 6,533 lbs |
| Power Plant | Wright R-1820-60 |
| Dimensions: | |
| Wing area | 325 sq ft |
| Wing span | 41 ft 6 & 5/16 in |
| Length | 33 ft & 1/8 in |
| Height | 13 ft 11 in |
| Ordnance: | |
| Guns | two fixed .50 cal. for pilot two free .30 cal. for gunner |
| Maximum bomb capacity | 1,600 lbs |

Bureau Numbers

SBD-1 1596-1631
SBD-1 1735-1755
SBD-2 2102-2188
SBD-3 4518-4691
SBD-3 03185-03384
SBD-3 06492-06701
SBD-4 06702-06991
SBD-5A 09693-09752
SBD-4 10317-10806

SBD-5 10807-11066
SBD-5 28059-28829
XSBD-6 28830
SBD-5 28831-29213
SBD-5 35922-35949
SBD-6 35950
SBD-5 35951-36421
SBD-5 36433-36932
SBD-5 54050-54599
SBD-6 54600-55049



Line drawings of an SBD.

T3J (T-39) Sabreliner

In July 1961, the Navy ordered ten of North American's Model NA-277 to train radar operators. In that order the aircraft was designated T3J-1, but by the time the first one was delivered in 1962, the designation had been changed to T-39D. A total of 52 aircraft were accepted. Characteristics of the T-39 are as follows:

Crew Pilot and a copilot as the main student. Provision in aft cabin for an instructor. Two stand-by students and a navigator's station.

Power Plant Two Pratt & Whitney 2,400-lb J60-P-3 axial turbojets.

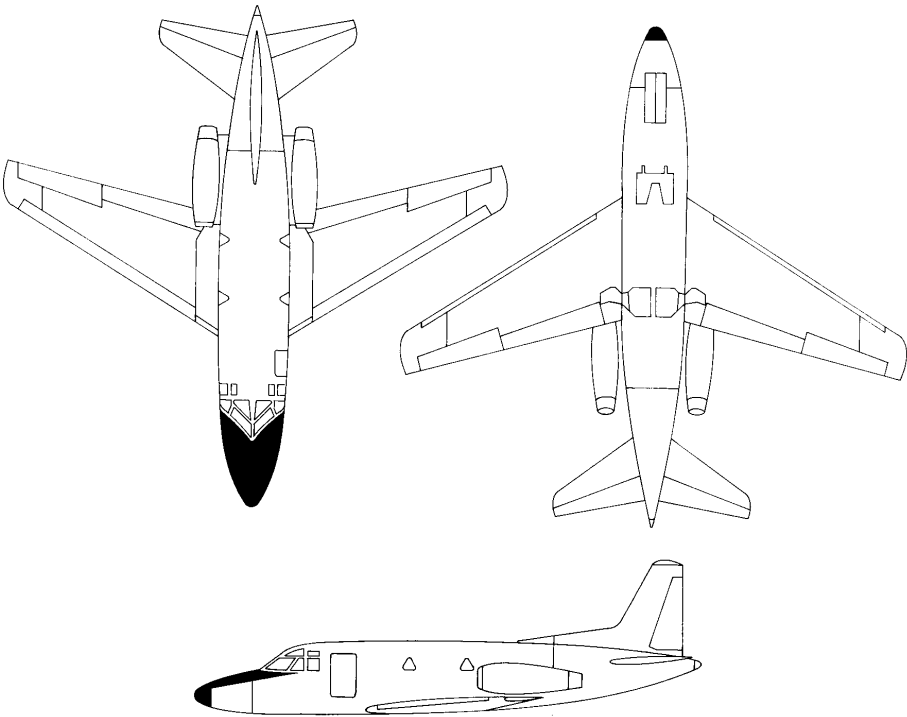
| | |
|-----------------|----------------------|
| Mission Range | 1,100 nautical miles |
| Weight | |
| Maximum Takeoff | 17,760 lbs |
| Empty | 10,250 lbs |
| Dimensions | |
| Wing Span | 44 ft 4 in |
| Wing Area | 342 sq ft |
| Length | 43 ft 8 in |
| Height | 16 ft |
| Ordnance: | None |

Bureau Numbers

| | |
|-------|---|
| T-39D | 150542-150551, 151336-151347, (151344-151347 canceled), 150969-150992 |
|-------|---|



A Training Squadron 10 (VT-10) T-39 Sabreliner in flight.



Line drawings for a T-39.

T2D/P2D

Beginning its life as a Bureau of Aeronautics design, this aircraft's prototype was built at the Naval Aircraft Factory and designated the XTN-1. A large twin engine aircraft, its design was the Bureau's response to a need for an improved torpedo bomber. At that time, Rear Admiral William Moffett was Chief of the Bureau of Aeronautics. Moffett championed the existence of the Aircraft Factory for its research and development capability, but he also recognized the need for a strong aviation industry in the United States and accordingly opposed large production runs at the Factory. In keeping with this attitude, BuAer gave the production contract for the XTN-1 to Douglas who produced the aircraft as the T2D.

Built to operate from land and carrier, the T2D-1 ran afoul of the Army who felt the Navy was encroaching upon its purview with a big land-based bomber. In response to complaints, the Navy had Douglas produce the rest of the T2Ds with twin floats and redesignated them P2D for patrol craft.

The aircraft made its first flight on 27 January 1927. It was first reported in squadron by VT-2 on 25 May 1927. The designation last reported in squadron was a P2D-1 by VP-3F on 28 February 1937. A total of thirty aircraft were accepted.

XT2D-1:

Specifications for the XT2D-1 are as follows:

| | |
|----------------------|----------------|
| Span | 57 ft. |
| Height | 14 ft 4 1/2 in |
| Length | 44 ft 10 in |
| Width (wings folded) | 26 ft |
| Full load | 9,575 lbs |
| Useful load | 3,715 lbs |
| Empty weight | 5,860 lbs |
| Landing speed | 55 mph |

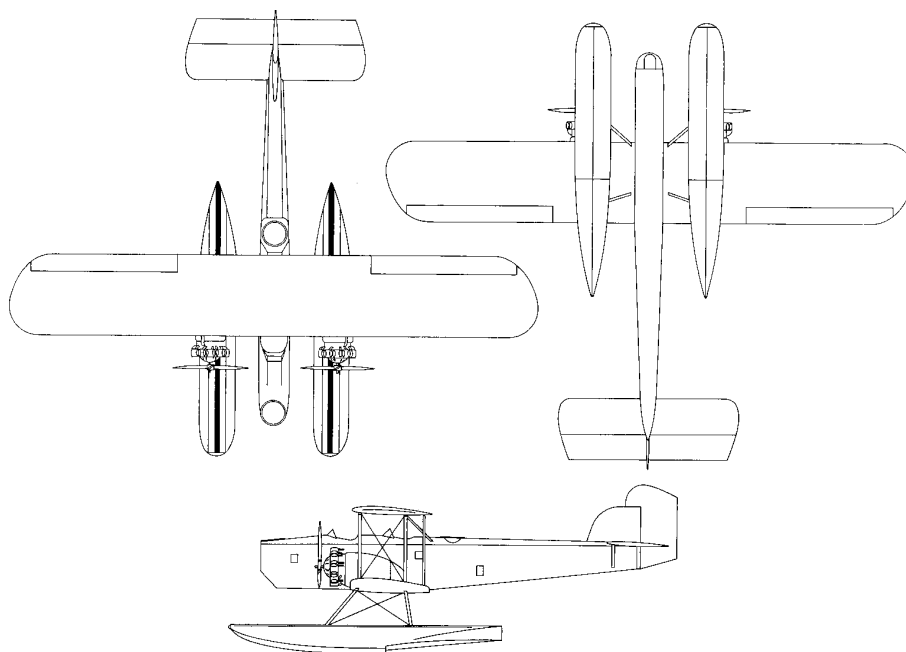
Bureau Numbers

| | |
|-------|--------------------------|
| XTN-1 | A7027 |
| T2D-1 | A7051-A7053, A7587-A7595 |
| P2D-1 | A8644-A8661 |



A Douglas T2D-1.

Line drawings for a T2D-1.



T3M

The Martin T3M was an improved version of their SC. The Navy contract that ordered it in 1925 was for a torpedo bomber biplane capable of operating with wheels or floats. Martin eventually delivered 123 T3Ms under the designations T3M-1 and T3M-2. Both were three crew: pilot, bombardier and gunner. The T3M-1 was powered by a 575 horsepower Wright T-3 engine and the T3M-2 had a 770 horsepower Packard 3A-2500. In developing the aircraft, the same airframe



An XT3M-3.

and Bureau Number A7224 was used for both the XT3M-1 and XT3M-2.

The date the aircraft first flew is uncertain but is estimated to have done so in July 1926. It was first delivered to squadron on 7 September 1926 to VT-2. It was last reported in squadron when VP-3S reported a T3M-2 on 30 July 1932.

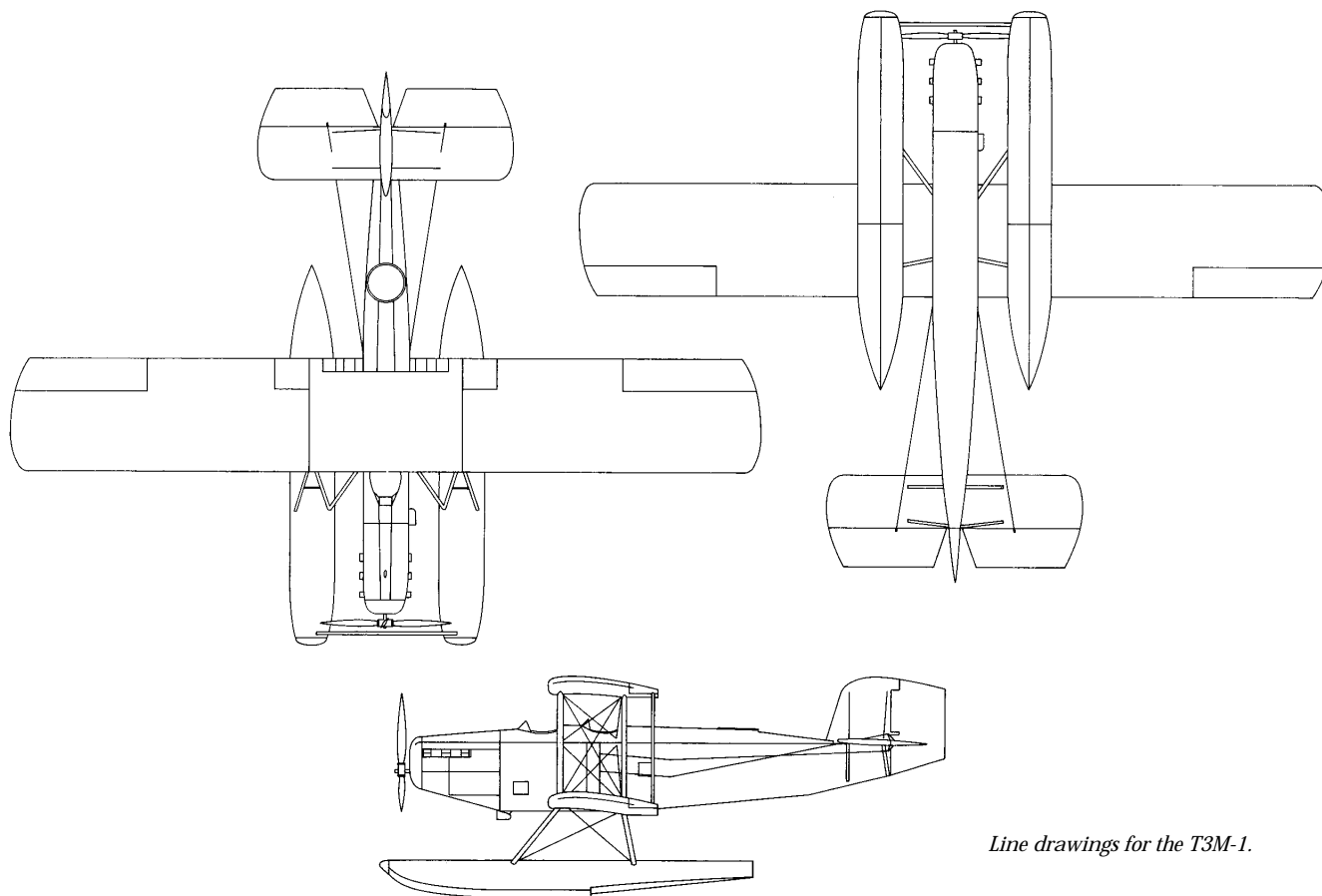
T3M-1:

Twin float seaplane. Specifications for the T3M-1 are as follows:

| | |
|-------------------|----------------------------------|
| Gross weight | 9,856 lbs |
| Empty weight | 6,324 lbs |
| Total useful load | 3,532 lbs |
| Armament | one .30 cal. gun in rear cockpit |
| Wing Area | 848 sq ft |
| Wing span upper | 52 ft 4 in |
| Wing span lower | 56 ft 7 in |
| Height | 16 ft |
| Length | 42 ft 9 in |

Bureau Numbers

| | |
|-----------------|-------------|
| T3M-1 | A7065-A7078 |
| XT3M-1 & XT3M-2 | A7224 |
| T3M-2 | A7225-A7322 |
| T3M-2 & XT3M-3 | A7323 |



Line drawings for the T3M-1.

T4M and TG and TE

The earliest model of this aircraft was the Martin (Cleveland) Model 74. Martin designed and developed this torpedo bomber and sold it to the Navy who designated it T4M-1 and later referred to it as the XT4M-1. It was purchased for experimental use to determine the practicality of its type for further production. A production contract of 30 June 1927 ordered 102 T4M-1 aircraft. They were described as single engine, three purpose convertible biplane equipped for catapulting and for deck landing, with emergency floatation gear. The aircraft would be used mainly for carrier operations. It had a crew of three: pilot, bombardier, and gunner. Counting the XT4M-1 and the 102 production planes, Martin delivered 103 aircraft designated T4M.

On 25 June 1929, the Bureau of Aeronautics awarded to the Great Lakes Aircraft Company a contract for

18 aircraft designated TG-1. By June 1929, Great Lakes had taken over Martin's plant at Cleveland. On 2 July 1930, the Navy awarded a contract to the Detroit Aircraft Corporation for 32 TE-1 aircraft which were to be similar to Martin's T4M-1. Detroit subcontracted much of the work on the TE-1 to Great Lakes and soon encountered serious financial difficulties. Eventually Detroit virtually subcontracted to Great Lakes the entire job to build the TE-1s. For this reason, the Navy accepted the TE-1s with Great Lakes data plates and the designation TG-2. Great Lakes delivered a total of 50 aircraft designated TG.

The date of the T4M's first flight is not definitely known but is estimated to have occurred in May 1927. It was first delivered to a squadron on 9 August 1928 and was last delivered in December 1931. The designation last reported was a TG-2 by VT-6 on 31 March 1938.



A T4M-1 assigned to Naval Air Reserve Base Seattle.

T4M-1 (Landplane):

Specifications for the T4M-1 are as follows:

Power plant 525 hp Pratt & Whitney R-1690
 (575 hp Wright R-1820 in T4M-2)

Gross weight 6,599 lbs

Empty weight 3,890 lbs

| | |
|-------------------|---|
| Total useful load | 2,709 lbs |
| Armament | One flexible .30 cal. gun, rear cockpit |
| Wing area | 656 sq ft |
| Wing span | 53 ft both wings |
| Height | 13 ft 5 in |
| Length | 35 ft 7 in |

A TG-1 at Hampton Roads, Virginia, September 1935.



TG-1 (Landplane):

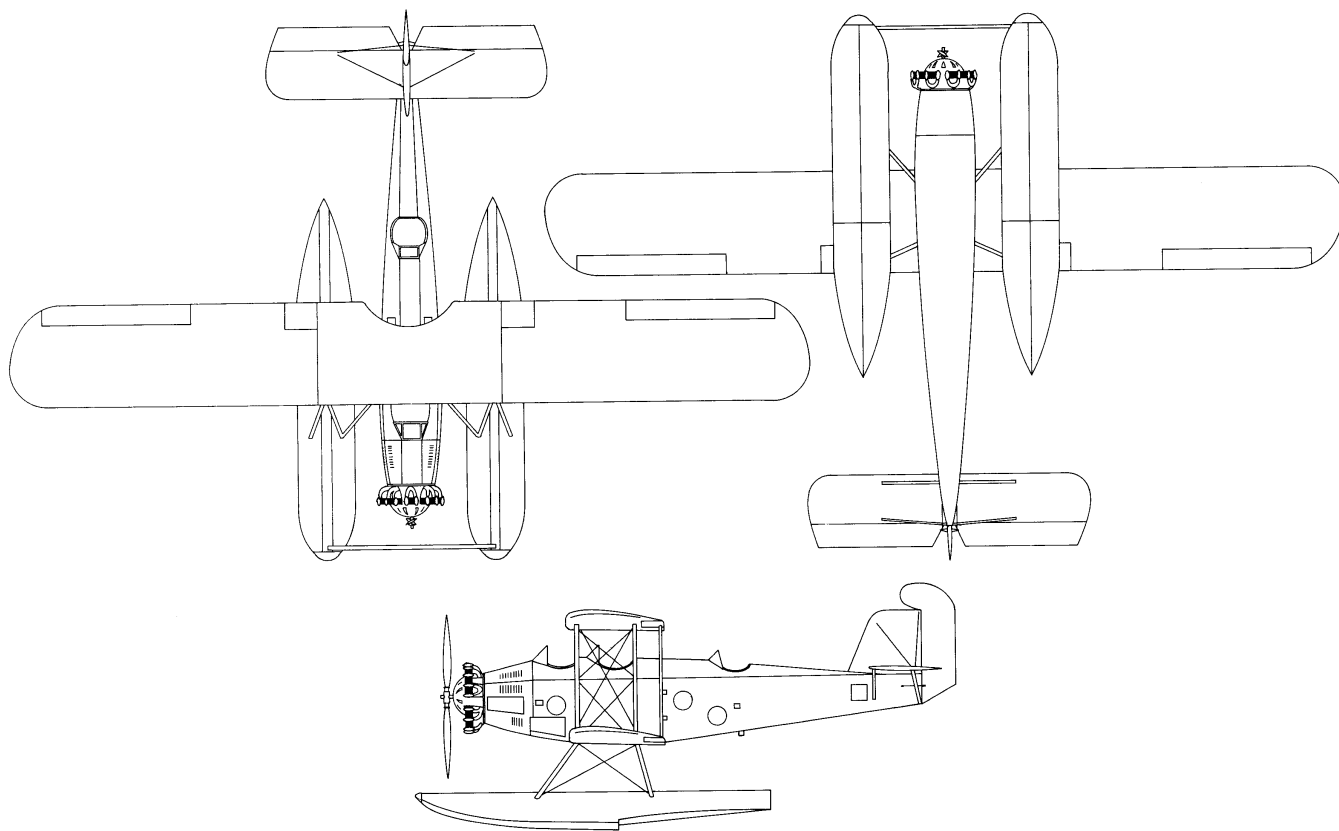
Specifications for the TG-1 are as follows:

| | |
|-------------------|--|
| Power Plant | Pratt & Whitney R-1690 in TG-1 Pratt & Whitney R-1820 in TG-2 |
| Gross weight | 7,652 lbs |
| Empty weight | 4,179 lbs |
| Total useful load | 3,472 lbs |
| Armament | one flexible .30 cal. gun, rear cockpit |
| Wing area | 656 sq ft |

| | |
|-----------|----------------------------|
| Wing span | 53 ft both upper and lower |
| Height | 14 ft 9 in |
| Length | 34 ft 8 in |

Bureau Numbers

| | |
|--------|--------------------------|
| XT4M-1 | A7566 |
| T4M-1 | A7852-A7899, A7596-A7649 |
| TG-1 | A8458-A8475 |
| TG-2 | A8697-A8728 |



Line drawings for the T4M-1.

TB

The Boeing Company built this single engine amphibious float plane to Bureau of Aeronautics Design Number 35. Only three were produced and all of them were delivered to the Navy during 1927. Powered by a 720 horsepower Packard 1A-2500, this large biplane, had a crew of three and, as a float plane, could carry up to 1,968 pounds of ordnance. The TBs were similar to the Martin T3M aircraft.

TB-1:

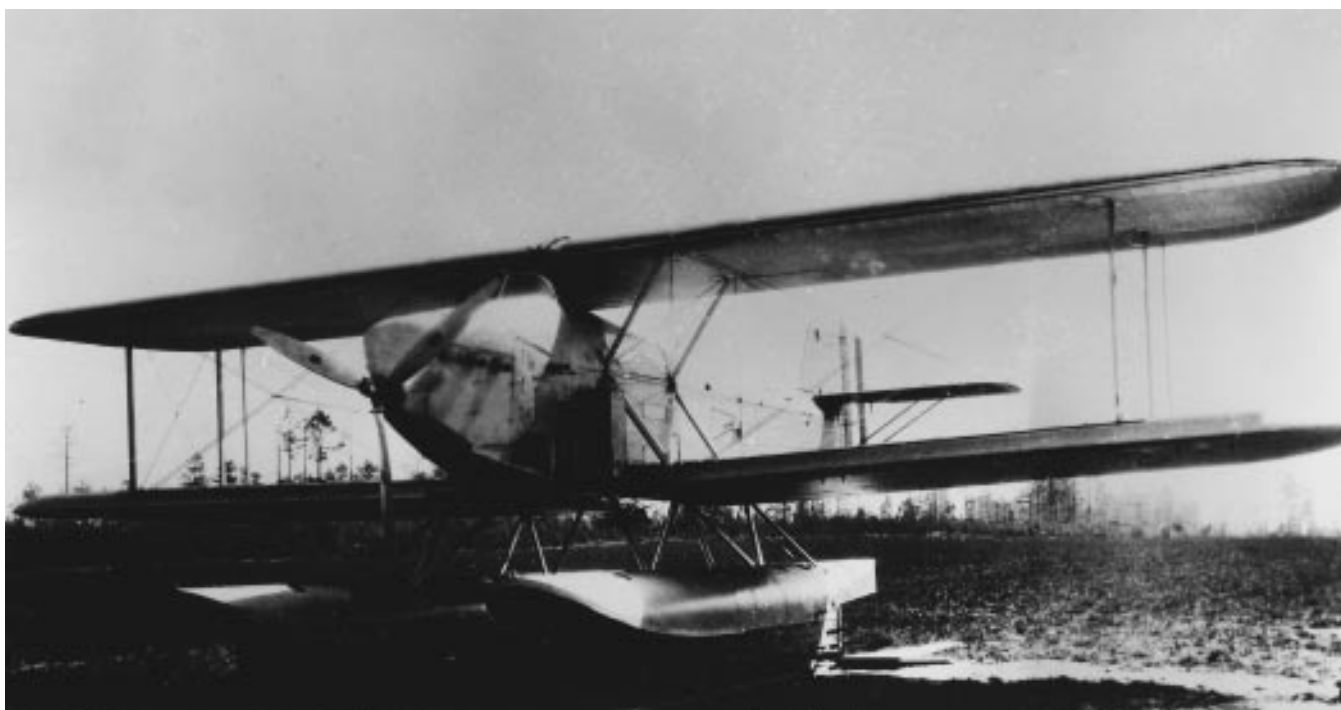
Specifications for the TB-1 are as follows:

Crew three

| | |
|-----------|--|
| Length | 42 ft 7 in |
| Height | 15 ft |
| Span | 55 ft both wings |
| Wing area | 868.4 sq ft |
| Weights | |
| gross | 10,703 lbs |
| useful | 4,405 lbs |
| Range | about 340 nautical miles at full speed |

Bureau Numbers

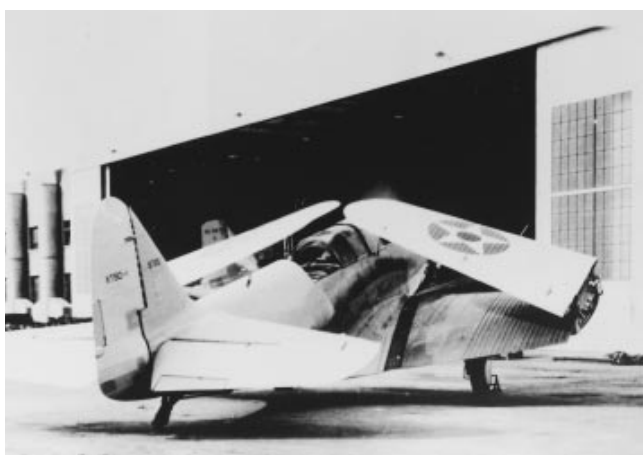
TB-1 A7024-A7026



An XTB-1, Boeing's version of the Martin T3M.

TBD Devastator

In 1934 the Navy conducted a competition for a new carrier-based torpedo bomber. Great Lakes submitted a design for a biplane, Douglas for a monoplane. The Great Lakes' design was built as the TBG-1. The design which Douglas was invited to reduce to practice, first flew on 15 April 1935 and became the Navy's initial carrier-based monoplane, the TBD Devastator. The first delivery occurred on 5 October 1937. The last delivery was in November 1939. The aircraft was last reported in squadron on 31 August 1942. A total of 130 aircraft were accepted.



The XTBD-1 Devastator.

Models Accepted from the Manufacturer (New Builds)

XTBD-1:

Experimental version of the Douglas design.

TBD-1:

Production version of the XTBD-1. It was a horizontal bomber, three-place, carrier-based aircraft. Specifications for the TBD-1 are as follows:

Maximum gross weight 10,261 lbs
Maximum fuel weight 1,080 lbs
Maximum speed 221 mph at 8,000 ft
Maximum range 1,080 statute miles

Armament:

One .30 cal. synchronized gun (500 rounds)
One .30 cal. flexible gun (600 rounds)
Up to 1,500 pounds of bombs or up to a 1,850 pound torpedo

Engine one 900 hp Pratt & Whitney R-1930-64
Wing span 50 ft (folded, 25 ft 8 1/2 in)
Length 35 ft

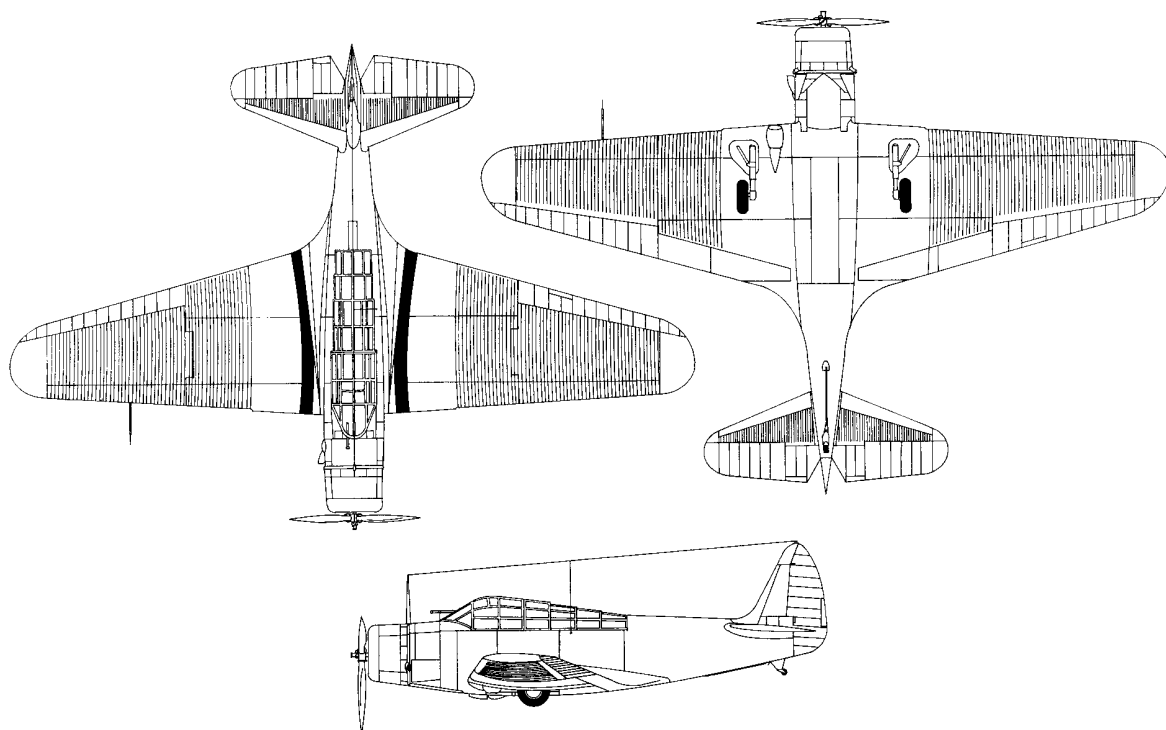
Other Designations

TBD-1A:

Twin float landing gear added by the Naval Aircraft Factory.

Bureau Numbers

XTBD-1 9720
TBD-1 0268-0381
TBD-1 1505-1519



*Line drawings
for the TBD-1.*

TBF/TBM Avenger

Among the Grumman Company's outstanding contributions to naval aviation, the Avenger perhaps holds the honor of being the most versatile. It was in squadron from March 1942 until October 1954, a shorter time than some other aircraft, but during those years it served as a torpedo bomber, an ASW aircraft, and the Navy's first carrier-based AEW plane; there was also a modification for night operations, one for radar countermeasures, and another for Carrier Onboard Delivery.

The contract of 8 April 1940 which the Navy awarded to Grumman was for the company's first attack aircraft. Until that time, Grumman's work for the Navy had been entirely with fighters. The first flight of the mid-wing monoplane, three-place, torpedo bomber occurred on 7 August 1941. During the Second World War, the Avenger was produced by Grumman as the TBF and by the Eastern Aircraft Division of General Motors as the TBM. Grumman produced a total of 2,290 aircraft, Eastern produced 7,546 aircraft. The last delivery to the Navy was made in September 1945.

The TBF-1 could carry up to 2,000 pounds of torpedoes or bombs in the bomb bay. It had a dorsal turret with a .50 calibre gun at the after end of the cockpit, a forward-firing .30 calibre gun at the nose cowl and another .30 calibre gun located ventrally facing aft.

The TBF-1 was powered by a single 1700 horsepower Wright R-2600-8 engine.

The XTBF-3 was developed to provide the Avenger with the 1900 horsepower Wright 2600-20 engine. The production version of the XTBF-3 was never produced in its F designation but was built by Eastern as the TBM-3. The TBM-3's range was from 1,130 to 2,530 statute miles and an average speed of 150 mph.

The TBM-3 had a length of 40 feet 11½ inches, a height of 16 feet 9 inches. The wing span was 54 feet 2 inches (folded size was 19 feet).

Model Designations Accepted from Manufacturer (New Builds)

XTBF-1:

Experimental version of design.

TBF-1:

Production version of XTBF-1.

TBF-1B:

TBF-1 diverted from Navy delivery.

TBF-1C:

Same as TBF-1 but with provision for two .50 cal. wing guns.

XTBF-2:

Test bed for Wright experimental R-2600-10 engine.



A TBF-1 in flight.

XTBF-3:

Experimental version with Wright R-2600-20 engine.

TBM-1:

Built to same specifications as the TBF-1.

TBM-1C:

Same as TBF-1C.

XTBM-3:

Experimental version with Wright R-2600-20 engine.

TBM-3:

Production development of the XTBF-3 which was similar to the TBF-1 but with improved engine, 1900 hp Wright R-2600-20.

TBM-3E:

TBM-3 equipped with ASW radar.

XTBM-4:

TBM-3 with structural strength increased to withstand 5Gs.

Other Designations

TBF-1CP:

Same as the TBF-1C but equipped with trimetrogon camera for photo reconnaissance.

TBF-1D:

Same as TBF-1C except for special radio and radar installation.

TBF-1E:

Same as TBF-1C but equipped with special radar.

TBF-1J:

TBF-1 converted to utility plane.

TBF-1L:

The TBF-1, TBF-1C, TBF-1D, TBF-1E but equipped with searchlight mounted in bomb bay.

TBM-1CP:

Same as TBM-1C but equipped with trimetrogon camera for photo reconnaissance.

TBM-1D:

Same as TBF-1D.

TBM-1E:

Same as TBM-1C but equipped with special radar.

TBM-1J:

TBM-1 converted to utility plane.

TBM-1L:

TBF-1C, TBF-1D, or TBF-1E but equipped with searchlight mounted in the bomb bay.

TBM-3D:

Same as TBM-3 but equipped with special radar.

TBM-3E:

Same as TBM-3 but equipped with special radar (APS-4).

TBM-3J:

TBM-3 converted to utility plane.

TBM-3L:

Same as TBM-3 but with searchlight mounted in bombay.

TBM-3N:

TBM-3 equipped for night operations (all-weather).

TBM-3P:

Same as TBM-3 but with trimetrogon camera for photo reconnaissance.

TBM-3Q:

TBM-3 equipped for ECM missions.

TBM-3R:

COD version TBM-3.

TBM-3S:

ASW version of the TBM-3E.

TBM-3S2:

Same as TBM-3S with improved ASW equipment and rearrangement of the after crew space.

TBM-3U:

Utility version of TBM-3E.

TBM-3W:

Same as TBM-3 but equipped as a special radar search plane.

TBM-3W2:

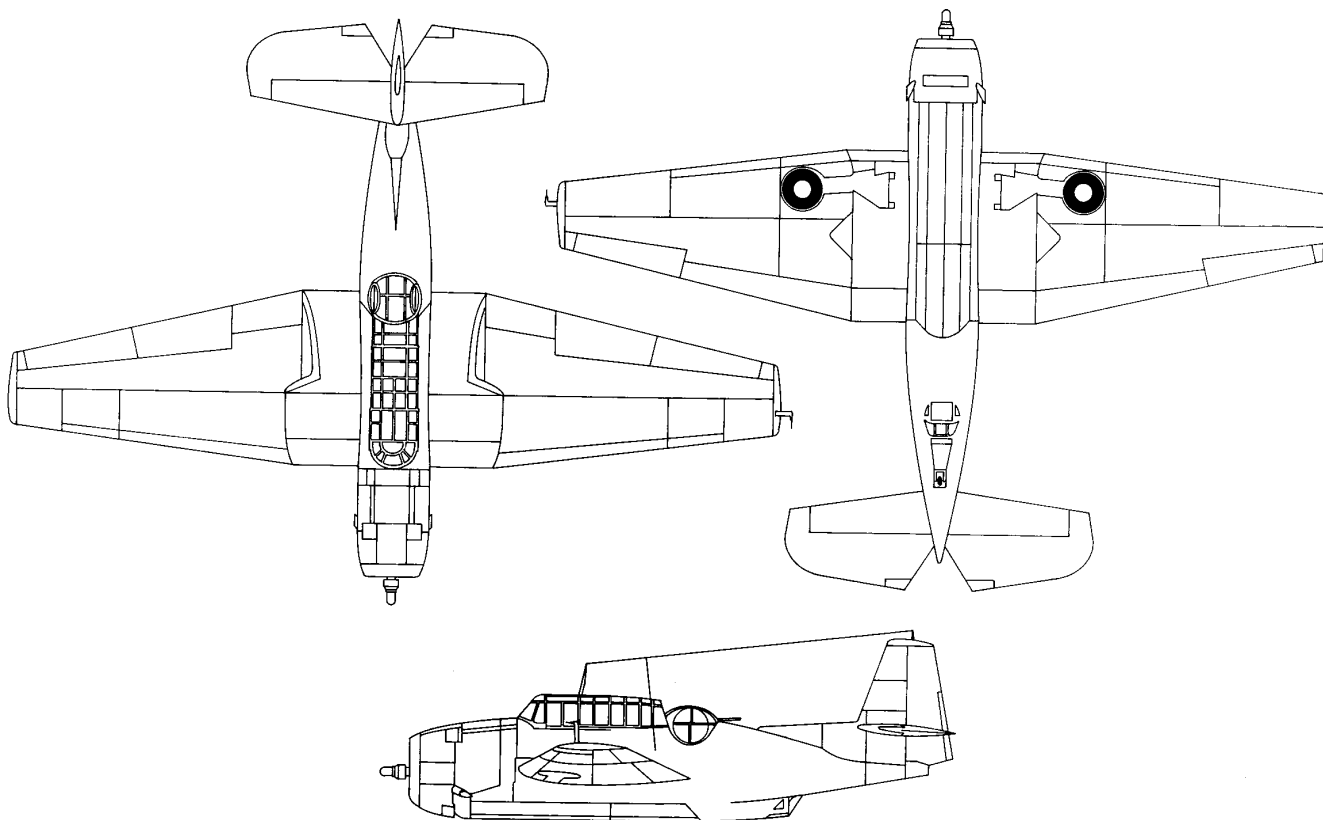
TBM-3W with improved ASW equipment and rearrangement of the after crew space with APS-20 radar.

Bureau Numbers

| | |
|--------|-------------|
| XTBF-1 | 2539-2540 |
| TBF-1 | 00373-00392 |
| XTBF-2 | 00393 |
| TBF-1 | 00394-00658 |
| TBF-1 | 01731-01770 |
| TBF-1 | 05877-06491 |
| TBM-1C | 16792-17019 |
| TBF-1 | 23857-24140 |
| XTBF-3 | 24141 |
| TBF-1 | 24142-24340 |
| XTBF-3 | 24341 |
| TBF-1 | 24342-24520 |
| TBM-1 | 24521-25070 |
| TBM-1C | 25071-25174 |
| XTBM-3 | 25175 |
| TBM-1C | 25176-25520 |
| XTBM-3 | 25521 |
| TBM-1C | 25522-25699 |
| XTBM-3 | 25700 |
| TBM-1C | 25701-25720 |
| TBM-1C | 34102-34105 |
| TBM-1C | 45445-45644 |
| XTBM-3 | 45645 |
| TBM-1C | 45646-46444 |

TBF-1 47438-47637
TBF-1C 47638-48123
TBM-3E 53050-53949
TBM-3 68062-69538
TBM-1C 73117-73498
TBM-3E 85459-86296 (Deliveries of 86293-86296
 canceled)

TBM-3E 91107-92006 (Deliveries of 91753-92006
 canceled)
TBM-3 97532-97672 (Deliveries canceled)
XTBM-4 97673-97675
TBM-4 97676-98601 (Deliveries canceled)
TBM-4 102576-104575 (Deliveries canceled)
TBM-4 117729-118928 (Deliveries canceled)



Line drawing for a TBF-1.

TBY Seawolf

Although Vought designed and built the prototype of the TBY, and Consolidated built 180 production aircraft, the Seawolf never served operationally. Vought designed the torpedo bomber on a Navy contract awarded 22 April 1940, but heavy production orders led both the Navy and the firm to conclude that another manufacturer should build the aircraft in quantity. Consolidated received an order for 1,100 planes, but

built only 180 before the order was canceled. The lone Vought aircraft was designated XTBU-1. The Consolidated version was designated TBY-2.

First flight 22 December 1941

Last reported in squadron A TBY-2 on 31 Aug 1945

TBY-2:

Specifications for the TBY-2 are as follows:

Weight

Gross 17,491–18,940 lbs

Empty 11,366 lbs

Wing span 56 ft 11 5/32 in

Wing area 440 sq ft

Height 18 ft 6 1/2 in

Length 39 ft 2 1/4 in

Ordnance:

Guns three fixed .50 cal. with 640 rounds

one flexible .50 cal. with 400 rounds

one flexible .30 cal. with 500 rounds

Bomb capacity 2,000 lbs internal

2,000 lbs external

Bureau Numbers

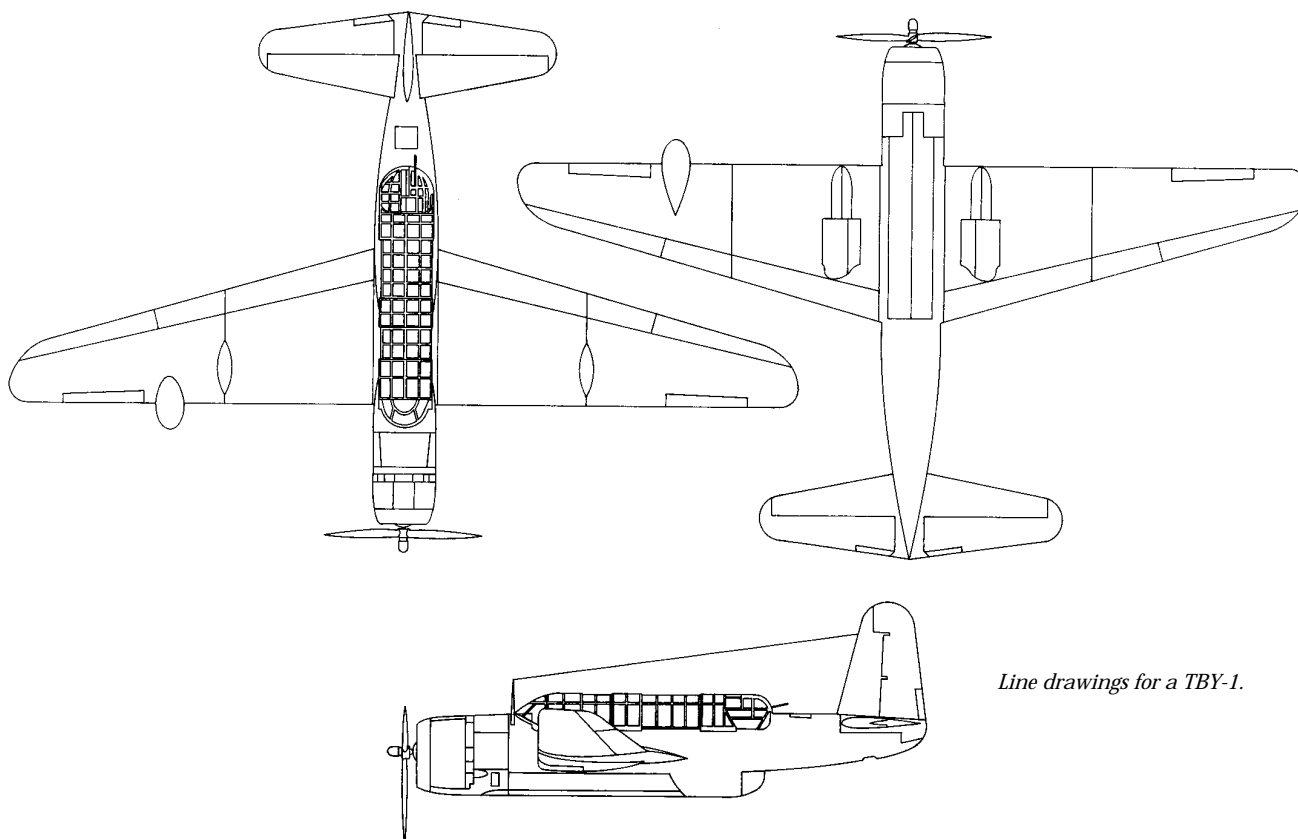
TBY-2 30299-31398 (30368-30370 canceled)

TBY-2 30481-31398 (all canceled)

TBY-2 30369



A flight of TBYs, July 1945.



Line drawings for a TBY-1.

TC-4C Academe

In December 1966, the Navy ordered nine Grumman Gulfstream I aircraft converted to train the bombardier navigator for the A-6 Intruder. Deliveries of the TC-4C Academe began in October 1967 and were completed in May 1968. Characteristics of the TC-4C are as follows:

| | |
|---------------|---|
| Power Plant | Two 11,400 lb Rolls Royce Spey MK 511-8 turbofans. |
| Maximum Range | 3,045 nautical miles |

| | |
|-----------------|-------------|
| Weight | |
| Maximum Takeoff | 57,500 lbs |
| Dimensions | |
| Wing Span | 69 ft 10 in |
| Wing Area | 793.5 sq ft |
| Length | 79 ft 11 in |
| Height | 24 ft 6 in |
| Ordnance: | None |

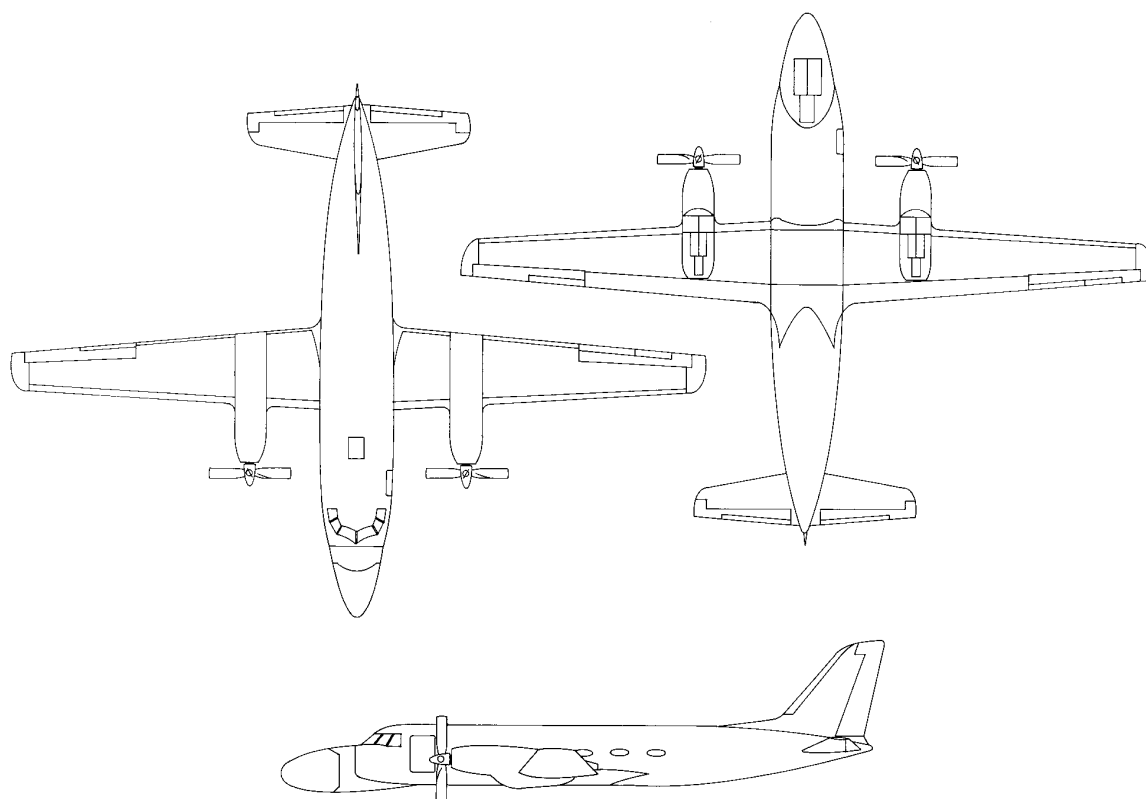
Bureau Numbers

| | |
|-------|---------------|
| TC-4C | 155722-155730 |
|-------|---------------|



A TC-4C Academe in flight.

*Line drawings
for a TC-4C.*



APPENDIX 3

Carrier Deployments by Year

THE CARRIER DEPLOYMENT LISTS do not cover the deployments for escort carriers (CVEs), most of the small carriers (CVLs), or most of the antisubmarine carriers (CVS). Departure and return dates are normally from the carriers' home port or other state side port.

Major Overseas Deployments for 1946

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|-----------------------------------|
| 08 Jan 1946 | 19 Mar 1946 | CVBG-75 | CVB 42 | Carib/SoLant |
| 20 Apr 1946 | 09 Aug 1946 | CVG-19 | CV 36 | WestPac |
| 03 Jul 1946 | 15 Apr 1947 | CVG-81* | CV 37 | WestPac |
| 01 Aug 1946 | 29 Apr 1947 | CVG-4† | CV 40 | WestPac |
| 08 Aug 1946 | 04 Oct 1946 | CVBG-75 | CVB 42 | Med |
| 16 Sep 1946 | 12 Dec 1946 | CVG-18 | CV 32 | Carib/East Coast of South America |
| 22 Oct 1946 | 21 Dec 1946 | CVG-82‡ | CV 15 | Med |

*CVG-81 redesignated CVAG-13

†CVG-4 redesignated CVAG-1

‡CVG-82 redesignated CVAG-17

Major Overseas Deployments for 1947

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 02 Feb 1947 | 19 Mar 1947 | CVAG-17 | CV 15 | EasternLant/Carib |
| 31 Mar 1947 | 16 Jun 1947 | CVG-5 | CV 38 | WestPac |
| 31 Mar 1947 | 08 Oct 1947 | CVAG-15 | CV 36 | WestPac |
| 03 Apr 1947 | 09 Jun 1947 | CVAG-7 | CV 32 | Med |
| 20 May 1947 | 11 Aug 1947 | CVAG-17 | CV 15 | NorLant/Carib |
| 07 Jun 1947 | 11 Aug 1947 | CVAG-3 | CV 33 | NorLant/Carib |
| 30 Jul 1947 | 19 Nov 1947 | CVAG-7 | CV 32 | Med |
| 09 Oct 1947 | 11 Jun 1948 | CVAG-11 | CV 45 | World Cruise |
| 29 Oct 1947 | 11 Mar 1948 | CVBG-1 | CVB 41 | Med |

Major Overseas Deployments for 1948

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 07 Feb 1948 | 24 Feb 1948 | CVLG-1 | CVL 48 | Carib |
| 09 Feb 1948 | 26 Jun 1948 | CVAG-9 | CV 47 | Carib/Med |
| 01 Jun 1948 | 02 Oct 1948 | CVG-3 | CV 33 | Med |
| 07 Jun 1948 | 06 Aug 1948 | CVG-17 | CVB 43 | Med/Carib |
| 13 Sep 1948 | 23 Jan 1949 | CVG-4 | CVB 42 | Med |
| 01 Oct 1948 | 23 Dec 1948 | CVG-13 | CV 37 | WestPac |
| 01 Oct 1948 | 21 Feb 1949 | CVG-1 | CV 40 | World Cruise |

Major Overseas Deployments for 1949

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 04 Jan 1949 | 05 Mar 1949 | CVG-6 | CVB 41 | Med |
| 04 Jan 1949 | 22 May 1949 | CVG-7 | CV 47 | Med |
| 03 May 1949 | 26 Sep 1949 | CVG-2 | CVB 43 | Med |
| 06 Sep 1949 | 26 Jan 1950 | CVG-7 | CV 32 | Med |
| 27 Oct 1949 | 23 Nov 1949 | CVG-6 | CVB 42 | NorLant |

Major Overseas Deployments for 1950

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 06 Jan 1950 | 23 May 1950 | CVG-4 | CVB 41 | Med |
| 11 Jan 1950 | 13 Jun 1950 | CVG-19 | CV 21 | WestPac |
| 01 May 1950 | 01 Dec 1950 | CVG-5 | CV 45 | WestPac/Korea |
| 02 May 1950 | 24 Aug 1950 | CVG-3 | CV 32 | Med |
| 05 Jul 1950 | 09 Jun 1951 | CVG-11* | CV 47 | WestPac/Korea |
| 10 Jul 1950 | 10 Nov 1950 | CVG-7 | CVB 41 | Med |
| 24 Aug 1950 | 11 Nov 1950 | CVG-2 | CV 21 | WestPac/Korea |
| 09 Sep 1950 | 01 Feb 1951 | CVG-17 | CVB 43 | Med |
| 19 Sep 1950 | 03 Feb 1951 | CVG-3 | CV 32 | WestPac/Korea |
| 09 Nov 1950 | 09 Jun 1951 | CVG-19 | CV 37 | WestPac/Korea |
| 06 Dec 1950 | 07 Apr 1951 | CVG-2† | CV 45 | WestPac/Korea |

* CVG-11 deployed to Korea embarked in Philippine Sea (CV 47) and on 29 March 1951 transferred to Valley Forge (CV 45) and CVG-2 transferred from Valley Forge to Philippine Sea. CVG-11 returned to the States embarked in Valley Forge.

† CVG-2 deployed to Korea embarked in Valley Forge (CV 45). On 29 March 1951 the CVG-2 transferred to Philippine Sea (CV 47) and CVG-11 transferred to Valley Forge (CV 45).

Major Overseas Deployments for 1951

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 10 Jan 1951 | 18 May 1951 | CVG-6 | CVB 42 | Med |
| 02 Mar 1951 | 24 Oct 1951 | CVG-101 | CV 21 | WestPac/Korea |
| 06 Mar 1951 | 08 Jun 1951 | AirDet | CVL 48 | Med |
| 20 Mar 1951 | 06 Oct 1951 | CVG-1 | CVB 43 | Med |
| 10 May 1951 | 17 Dec 1951 | CVG-102 | CV 31 | Korea |
| 15 May 1951 | 04 Oct 1951 | CVG-4 | CV 34 | Med |
| 16 May 1951 | 29 Aug 1951 | CVG-19 | CV 37 | WestPac/Korea |
| 26 Jun 1951 | 25 Mar 1952 | CVG-5 | CV 9 | WestPac/Korea |
| 03 Sep 1951 | 21 Dec 1951 | CVG-3 | CV 32 | Med |
| 03 Sep 1951 | 04 Feb 1952 | CVG-17 | CVB 42 | Med |
| 08 Sep 1951 | 02 May 1952 | CVG-15 | CV 36 | Korea |
| 15 Oct 1951 | 03 Jul 1952 | ATG-1 | CV 45 | WestPac/Korea |
| 28 Nov 1951 | 11 Jun 1952 | CVG-8 | CV 40 | Med |
| 31 Dec 1951 | 08 Aug 1952 | CVG-11 | CV 47 | WestPac/Korea |

Major Overseas Deployments for 1952

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 09 Jan 1952 | 05 May 1952 | CVG-6 | CVB 41 | Med |
| 08 Feb 1952 | 26 Sep 1952 | CVG-2 | CV 21 | WestPac/Korea |
| 21 Mar 1952 | 03 Nov 1952 | CVG-19 | CV 37 | WestPac/Korea |
| 19 Apr 1952 | 12 Oct 1952 | CVG-4 | CVB 43 | Med |

Major Overseas Deployments for 1952—Continued

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 20 May 1952 | 08 Jan 1953 | CVG-7 | CV 31 | WestPac/Korea |
| 24 May 1952 | 11 Oct 1952 | CVG-1 | CV 18 | Med/NorLant |
| 16 Jun 1952 | 06 Feb 1953 | ATG-2 | CVA 9 | WestPac/Korea |
| 11 Aug 1952 | 17 Mar 1953 | CVG-101 | CVA 33 | WestPac/Korea |
| 26 Aug 1952 | 08 Oct 1952 | CVG-6 | CVB 41 | NorLant |
| 26 Aug 1952 | 19 Dec 1952 | CVG-17 | CVB 42 | NorLant/Med |
| 28 Aug 1952 | 04 Feb 1953 | CVG-3 | CVA 32 | Med |
| 15 Sep 1952 | 18 May 1953 | CVG-102 | CVA 34 | WestPac/Korea |
| 20 Nov 1952 | 25 Jun 1953 | CVG-5 | CVA 45 | WestPac/Korea |
| 01 Dec 1952 | 19 May 1953 | CVG-6 | CVA 41 | Med |
| 15 Dec 1952 | 14 Aug 1953 | CVG-9 | CVA 47 | WestPac/Korea |

Major Overseas Deployments for 1953

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 07 Jan 1953 | 03 Jul 1953 | CVG-10 | CVA 40 | Med |
| 24 Jan 1953 | 21 Sep 1953 | CVG-15 | CVA 37 | Korea/WestPac |
| 30 Mar 1953 | 28 Nov 1953 | ATG-1 | CVA 21 | WestPac/Korea |
| 26 Apr 1953 | 04 Dec 1953 | CVG-4 | CVA 39 | Med/IO/WestPac/Korea |
| 26 Apr 1953 | 21 Oct 1953 | CVG-8 | CVA 43 | Med |
| 11 Jun 1953 | 03 Dec 1953 | CVG-1 | CVA 42 | Med |
| 11 Jun 1953 | 21 Jul 1953 | * | CV 36 | NorLant |
| 01 Jul 1953 | 18 Jan 1954 | CVG-11 | CVA 33 | Korea/WestPac |
| 03 Aug 1953 | 03 Mar 1954 | CVG-2 | CVA 10 | WestPac |
| 14 Sep 1953 | 22 Apr 1954 | CVG-19 | CVA 34 | WestPac |
| 16 Sep 1953 | 01 May 1954 | CVG-17 | CVA 18 | World Cruise |
| 16 Sep 1953 | 21 Feb 1954 | CVG-7 | CVA 20 | NorLant/Med |
| 12 Nov 1953 | 19 Aug 1954 | CVG-3 | CVA 40 | World Cruise |
| 01 Dec 1953 | 12 Jul 1954 | ATG-2 | CVA 9 | WestPac |

* The carrier deployed with VF-84, VC-4 and VS-27 but did not have an assigned air group.

Major Overseas Deployments for 1954

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 04 Jan 1954 | 04 Aug 1954 | CVG-6 | CVA 41 | Med |
| 03 Feb 1954 | 06 Aug 1954 | CVG-14 | CVA 15 | Med |
| 03 Mar 1954 | 11 Oct 1954 | CVG-12 | CVA 21 | WestPac |
| 12 Mar 1954 | 19 Nov 1954 | CVG-5 | CVA 47 | WestPac |
| 11 May 1954 | 12 Dec 1954 | CVG-9 | CVA 12 | World Cruise |
| 07 Jul 1954 | 20 Dec 1954 | CVG-10 | CVA 43 | Med |
| 01 Jul 1954 | 28 Feb 1955 | CVG-15 | CVA 10 | WestPac |
| 01 Sep 1954 | 11 Apr 1955 | ATG-1 | CVA 18 | WestPac |
| 28 Sep 1954 | 22 Apr 1955 | CVG-8 | CVA 39 | Med |
| 07 Oct 1954 | 12 May 1955 | CVG-11 | CVA 33 | WestPac |
| 03 Nov 1954 | 21 Jun 1955 | CVG-2 | CVA 9 | WestPac |
| 30 Nov 1954 | 18 Jun 1955 | ATG-181 | CVA 15 | Med |
| 27 Dec 1954 | 14 Jul 1955 | CVG-1 | CVA 41 | World Cruise |

Major Overseas Deployments for 1955

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 02 Mar 1955 | 21 Sep 1955 | CVG-19 | CVA 34 | WestPac |
| 01 Apr 1955 | 23 Nov 1955 | ATG-2 | CVA 47 | WestPac |
| 05 Apr 1955 | 29 Sep 1955 | CVG-17 | CVA 43 | Med |
| 04 May 1955 | 10 Dec 1955 | CVG-7 | CVA 12 | WestPac |
| 28 May 1955 | 22 Nov 1955 | CVG-4 | CVA 11 | Med |
| 03 Jun 1955 | 03 Feb 1956 | CVG-14 | CVA 21 | WestPac |
| 10 Aug 1955 | 15 Mar 1956 | CVG-12 | CVA 19 | WestPac |
| 09 Oct 1955 | 30 Apr 1956 | CVG-6 | CVA 39 | Med |
| 29 Oct 1955 | 17 May 1956 | CVG-5 | CVA 33 | WestPac |
| 31 Oct 1955 | 16 Apr 1956 | ATG-201 | CVA 20 | WestPac |
| 04 Nov 1955 | 02 Aug 1956 | CVG-3 | CVA 14 | Med |

Major Overseas Deployments for 1956

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 05 Jan 1956 | 23 Jun 1956 | ATG-3 | CVA 38 | WestPac |
| 11 Feb 1956 | 13 Jun 1956 | CVG-9 | CVA 34 | WestPac |
| 12 Mar 1956 | 05 Sep 1956 | CVG-8 | CVA 11 | Med |
| 19 Mar 1956 | 13 Sep 1956 | ATG-4 | CVA 10 | WestPac |
| 23 Apr 1956 | 15 Oct 1956 | CVG-15 | CVA 18 | WestPac |
| 28 May 1956 | 20 Dec 1956 | ATG-1 | CVA 16 | WestPac |
| 14 Jul 1956 | 19 Feb 1957 | ATG-202 | CVA 15 | Med |
| 16 Jul 1956 | 26 Jan 1957 | CVG-11 | CVA 9 | WestPac |
| 13 Aug 1956 | 11 Feb 1957 | CVG-10 | CVA 43 | Med |
| 16 Aug 1956 | 28 Feb 1957 | CVG-21 | CVA 31 | WestPac |
| 15 Oct 1956 | 22 May 1957 | ATG-181 | CVA 20 | WestPac |
| 07 Nov 1956 | 12 Dec 1956 | CVG-1 | CVA 59 | Azores |
| 13 Nov 1956 | 20 May 1957 | CVG-2 | CVA 38 | WestPac |

Major Overseas Deployments for 1957

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 15 Jan 1957 | 22 Jul 1957 | CVG-1 | CVA 59 | Med |
| 21 Jan 1957 | 25 Jul 1957 | CVG-14 | CVA 12 | WestPac |
| 21 Jan 1957 | 27 Jul 1957 | ATG-182 | CVA 39 | Med |
| 09 Mar 1957 | 25 Aug 1957 | CVG-19 | CVA 10 | WestPac |
| 06 Apr 1957 | 18 Sep 1957 | ATG-2 | CVA 19 | WestPac |
| 19 Apr 1957 | 17 Oct 1957 | CVG-12 | CVA 16 | WestPac |
| 01 Jul 1957 | 24 Feb 1958 | CVG-4 | CVA 15 | Med |
| 12 Jul 1957 | 09 Dec 1957 | CVG-5 | CVA 31 | WestPac |
| 12 Jul 1957 | 05 Mar 1958 | CVG-17 | CVA 42 | Med |
| 09 Aug 1957 | 02 Apr 1958 | ATG-3 | CVA 33 | WestPac |
| 16 Aug 1957 | 21 Oct 1957 | CVG-1 | CVA 59 | NorLant |
| 30 Aug 1957 | 22 Oct 1957 | * | CVS 18 | NorLant |
| 03 Sep 1957 | 22 Oct 1957 | CVG-6 | CVA 11 | NorLant |
| 03 Sep 1957 | 22 Oct 1957 | CVG-7 | CVA 60 | NorLant |
| 16 Sep 1957 | 25 Apr 1958 | CVG-9 | CVA 14 | WestPac |

* Unable to locate records indicating a carrier air group (CVG) was assigned to the carrier during the deployment. CVSGs (Antisubmarine Carrier Air Groups) were not established until 1960.

Major Overseas Deployments for 1958

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 06 Jan 1958 | 30 Jun 1958 | ATG-4 | CVA 12 | WestPac |
| 01 Feb 1958 | 01 Oct 1958 | CVG-3 | CVA 60 | Med |
| 02 Feb 1958 | 17 Nov 1958 | ATG-201 | CVA 9 | Med/IO/WestPac |
| 15 Feb 1958 | 02 Oct 1958 | CVG-15 | CVA 19 | WestPac |
| 08 Mar 1958 | 21 Nov 1958 | CVG-11 | CVA 38 | WestPac |
| 09 Jun 1958 | 08 Aug 1958 | ATG-181 | CVA 11 | NorLant |
| 20 Jun 1958 | 20 Aug 1958 | CVG-14 | CVA 61 | SoLant/SoPac |
| 14 Jul 1958 | 19 Dec 1958 | CVG-21 | CVA 16 | WestPac |
| 16 Aug 1958 | 12 Mar 1959 | CVG-2 | CVA 41 | WestPac |
| 21 Aug 1958 | 12 Jan 1959 | ATG-4 | CVA 20 | WestPac |
| 02 Sep 1958 | 12 Mar 1959 | CVG-10 | CVA 59 | Med |
| 02 Sep 1958 | 12 Mar 1959 | CVG-7 | CVA 15 | Med |
| 04 Oct 1958 | 16 Feb 1959 | ATG-1 | CVA 14 | WestPac |
| 01 Nov 1958 | 18 Jun 1959 | CVG-19 | CVA 31 | WestPac |

Major Overseas Deployments for 1959

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 03 Jan 1959 | 27 Jul 1959 | CVG-14 | CVA 61 | WestPac |
| 13 Feb 1959 | 01 Sep 1959 | CVG-1 | CVA 42 | Med |
| 13 Feb 1959 | 30 Aug 1959 | CVG-6 | CVA 11 | Med |
| 09 Mar 1959 | 03 Oct 1959 | CVG-11 | CVA 38 | WestPac |
| 26 Apr 1959 | 02 Dec 1959 | CVG-21 | CVA 16 | WestPac |
| 01 Aug 1959 | 18 Jan 1960 | CVG-15 | CVA 19 | WestPac |
| 07 Aug 1959 | 26 Feb 1960 | CVG-10 | CVA 9 | Med |
| 15 Aug 1959 | 25 Mar 1960 | CVG-2 | CVA 41 | WestPac |
| 15 Aug 1959 | 26 Feb 1960 | CVG-3 | CVA 60 | Med |
| 21 Nov 1959 | 14 May 1960 | CVG-19 | CVA 31 | WestPac |

Major Overseas Deployments for 1960

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 28 Jan 1960 | 24 Aug 1960 | CVG-1 | CVA 42 | Med |
| 28 Jan 1960 | 31 Aug 1960 | CVG-8 | CVA 59 | Med |
| 06 Feb 1960 | 30 Aug 1960 | CVG-9 | CVA 61 | WestPac |
| 05 Mar 1960 | 11 Oct 1960 | CVG-5 | CVA 14 | WestPac |
| 14 May 1960 | 15 Dec 1960 | CVG-14 | CVA 34 | WestPac |
| 16 Jul 1960 | 18 Mar 1961 | CVG-11 | CVA 19 | WestPac |
| 04 Aug 1960 | 17 Feb 1961 | CVG-6 | CVA 11 | Med |
| 04 Aug 1960 | 03 Mar 1961 | CVG-7 | CVA 62 | Med |
| 22 Aug 1960 | 26 Feb 1961 | CVG-3 | CVA 60 | Med/NorLant |
| 06 Sep 1960 | 20 Oct 1960 | CVG-10 | CVA 38 | NorLant |
| 19 Sep 1960 | 27 May 1961 | CVG-15 | CVA 43 | WestPac |
| 29 Oct 1960 | 06 Jun 1961 | CVG-21 | CVA 16 | WestPac |
| 14 Nov 1960 | 27 Nov 1960 | CVG-10 | CVA 38 | Carib |

Major Overseas Deployments for 1961

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 02 Feb 1961 | 15 May 1961 | CVG-10 | CVA 38 | Med |
| 09 Feb 1961 | 25 Aug 1961 | CVG-8 | CVA 59 | Med |
| 15 Feb 1961 | 28 Aug 1961 | CVG-1 | CVA 42 | Med |
| 16 Feb 1961 | 28 Sep 1961 | CVG-2 | CVA 41 | WestPac |
| 26 Apr 1961 | 13 Dec 1961 | CVG-19 | CVA 31 | WestPac |
| 10 May 1961 | 15 Jan 1962 | CVG-5 | CVA 14 | WestPac |
| 05 Jul 1961 | 22 Aug 1961 | CVG-3 | CVA 60 | Carib |
| 03 Aug 1961 | 01 Mar 1962 | CVG-6 | CVA 11 | Med |
| 04 Aug 1961 | 19 Dec 1961 | CVG-7 | CVA 62 | Med |
| 11 Aug 1961 | 08 Mar 1962 | CVG-9 | CVA 61 | WestPac |
| 11 Aug 1961 | 01 Nov 1961 | CVG-11 | CVA 63 | * |
| 09 Nov 1961 | 12 May 1962 | CVG-14 | CVA 16 | WestPac |
| 19 Nov 1961 | 30 Nov 1961 | CVG-1 | CVA 42 | Carib |
| 28 Nov 1961 | 12 May 1962 | CVG-3 | CVA 60 | Med |
| 12 Dec 1961 | 17 Jul 1962 | CVG-15 | CVA 43 | WestPac |

* The *Kitty Hawk* (CVA 63) changed home ports from the Atlantic to the Pacific. During the transit to the Pacific, via Cape Horn, the carrier and its embarked squadrons participated in operations in the Caribbean, South Atlantic and eastern Pacific.

Major Overseas Deployments for 1962

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 02 Feb 1962 | 24 Aug 1962 | CVG-21 | CVA 19 | WestPac |
| 07 Feb 1962 | 28 Aug 1962 | CVG-10 | CVA 38 | Med |
| 06 Apr 1962 | 20 Oct 1962 | CVG-2 | CVA 41 | WestPac |
| 19 Apr 1962 | 27 Aug 1962 | CVG-7 | CVA 62 | Med |
| 07 Jun 1962 | 17 Dec 1962 | CVG-16 | CVA 34 | WestPac |
| 12 Jul 1962 | 11 Feb 1963 | CVG-19 | CVA 31 | WestPac |
| 21 Jul 1962 | 11 Sep 1962 | CVG-5* | CVA 16 | SoPac/SoLant |
| 25 Jul 1962 | 17 Sep 1962 | CVG-5 | CVA 64 | SoLant/West Coast |
| 03 Aug 1962 | 11 Oct 1962 | CVG-6 | CVAN 65 | Med |
| 03 Aug 1962 | 02 Mar 1963 | CVG-8 | CVA 59 | Med |
| 13 Sep 1962 | 02 Apr 1963 | CVG-11 | CVA 63 | WestPac |
| 14 Sep 1962 | 22 Apr 1963 | CVG-1 | CVA 42 | Med |
| 19 Oct 1962 | 06 Dec 1962 | CVG-6 | CVAN 65 | Carib |
| 09 Nov 1962 | 14 Jun 1963 | CVG-9 | CVA 61 | WestPac |
| 03 Dec 1962 | 21 Dec 1962 | CVG-3 | CVA 60 | Carib |

* Only two squadrons from CVG-5 were aboard *Lexington* (CVA 16) during her home port change and transit from the Pacific Fleet to the Atlantic Fleet.

Major Overseas Deployments for 1963

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 03 Jan 1963 | 15 Jul 1963 | CVG-5 | CVA 14 | WestPac/NorPac |
| 06 Feb 1963 | 04 Sep 1963 | CVG-6 | CVAN 65 | Med |
| 21 Feb 1963 | 10 Sep 1963 | CVG-14 | CVA 64 | WestPac |
| 29 Mar 1963 | 25 Oct 1963 | CVG-3 | CVA 60 | Med |
| 03 Apr 1963 | 25 Nov 1963 | CVG-15 | CVA 43 | WestPac |

Major Overseas Deployments for 1963—Continued

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 07 Jun 1963 | 16 Dec 1963 | CVG-21 | CVA 19 | WestPac |
| 01 Aug 1963 | 10 Mar 1964 | CVW-16 | CVA 34 | WestPac |
| 06 Aug 1963 | 04 Mar 1964 | CVG-7 | CVA 62 | Med |
| 01 Oct 1963 | 23 May 1964 | CVG-10 | CVA 38 | Med |
| 17 Oct 1963 | 20 Jul 1964 | CVW-11 | CVA 63 | WestPac |
| 08 Nov 1963 | 26 May 1964 | CVW-2 | CVA 41 | WestPac |

Major Overseas Deployments for 1964

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 28 Jan 1964 | 21 Nov 1964 | CVW-19 | CVA 31 | WestPac/IO/Vietnam |
| 08 Feb 1964 | 03 Oct 1964 | CVW-6 | CVAN 65 | Med/World Cruise |
| 14 Apr 1964 | 15 Dec 1964 | CVW-5 | CVA 14 | WestPac/Vietnam |
| 28 Apr 1964 | 22 Dec 1964 | CVW-1 | CVA 42 | Med |
| 05 May 1964 | 01 Feb 1965 | CVW-14 | CVA 64 | WestPac/Vietnam |
| 10 Jul 1964 | 13 Mar 1965 | CVW-8 | CVA 59 | Med |
| 05 Aug 1964 | 06 May 1965 | CVW-9 | CVA 61 | WestPac/Vietnam |
| 08 Sep 1964 | 05 Nov 1964 | CVW-7 | CVA 62 | NorLant/Med |
| 21 Oct 1964 | 29 May 1965 | CVW-21 | CVA 19 | WestPac/Vietnam |
| 28 Nov 1964 | 12 Jul 1965 | CVW-3 | CVA 60 | Med |
| 07 Dec 1964 | 01 Nov 1965 | CVW-15 | CVA 43 | WestPac/Vietnam |

Major Overseas Deployments for 1965

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 10 Feb 1965 | 20 Sep 1965 | CVW-10 | CVA 38 | Med |
| 06 Mar 1965 | 23 Nov 1965 | CVW-2 | CVA 41 | WestPac/Vietnam |
| 05 Apr 1965 | 16 Dec 1965 | CVW-16 | CVA 34 | WestPac/Vietnam |
| 21 Apr 1965 | 13 Jan 1966 | CVW-19 | CVA 31 | WestPac/Vietnam |
| 10 May 1965 | 13 Dec 1965 | CVW-7 | CVA 62 | WestPac/Vietnam |
| 28 Jun 1965 | 17 Dec 1965 | CVW-1 | CVA 42 | Med |
| 24 Aug 1965 | 07 Apr 1966 | CVW-8 | CVA 59 | Med |
| 19 Oct 1965 | 13 Jun 1966 | CVW-11 | CVA 63 | WestPac/Vietnam |
| 26 Oct 1965 | 21 Jun 1966 | CVW-9 | CVAN 65 | SoLant/IO/WestPac/Vietnam |
| 28 Sep 1965 | 13 May 1966 | CVW-5 | CVA 14 | WestPac/Vietnam |
| 10 Nov 1965 | 01 Aug 1966 | CVW-21 | CVA 19 | WestPac/Vietnam |
| 30 Nov 1965 | 10 Jul 1966 | CVW-6 | CVA 66 | Med |
| 10 Dec 1965 | 25 Aug 1966 | CVW-14 | CVA 61 | WestPac/Vietnam |

Major Overseas Deployments for 1966

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 11 Mar 1966 | 26 Oct 1966 | CVW-3 | CVA 60 | Med |
| 04 Apr 1966 | 21 Nov 1966 | CVW-10 | CVS 11 | Med/IO/WestPac/Vietnam |
| 12 May 1966 | 03 Dec 1966 | CVW-15 | CVA 64 | WestPac/Vietnam |
| 26 May 1966 | 16 Nov 1966 | CVW-16 | CVA 34 | WestPac/Vietnam |

Major Overseas Deployments for 1966—Continued

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 13 Jun 1966 | 01 Feb 1967 | CVW-7 | CVA 62 | Med |
| 21 Jun 1966 | 21 Feb 1967 | CVW-1 | CVA 42 | SoLant/IO/WestPac/Vietnam |
| 29 Jul 1966 | 23 Feb 1967 | CVW-2 | CVA 43 | WestPac/Vietnam |
| 29 Sep 1966 | 20 May 1967 | CVW-8 | CVA 38 | Med |
| 15 Oct 1966 | 29 May 1967 | CVW-19 | CVA 14 | WestPac/Vietnam |
| 05 Nov 1966 | 19 Jun 1967 | CVW-11 | CVA 63 | WestPac/Vietnam |
| 19 Nov 1966 | 06 Jul 1967 | CVW-9 | CVAN 65 | WestPac/Vietnam |

Major Overseas Deployments for 1967

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 05 Jan 1967 | 22 Jul 1967 | CVW-5 | CVA 19 | WestPac/Vietnam |
| 10 Jan 1967 | 20 Sep 1967 | CVW-6 | CVA 66 | Med |
| 26 Jan 1967 | 25 Aug 1967 | CVW-21 | CVA 31 | WestPac/Vietnam |
| 29 Apr 1967 | 04 Dec 1967 | CVW-14 | CVA 64 | WestPac/Vietnam |
| 02 May 1967 | 06 Dec 1967 | CVW-3 | CVA 60 | Med |
| 11 May 1967 | 30 Dec 1967 | CVW-10 | CVS 11 | Med/IO/WestPac/Vietnam |
| 06 Jun 1967 | 15 Sep 1967 | CVW-17 | CVA 59 | WestPac/Vietnam |
| 16 Jun 1967 | 31 Jan 1968 | CVW-16 | CVA 34 | WestPac/Vietnam |
| 26 Jul 1967 | 06 Apr 1968 | CVW-15 | CVA 43 | WestPac/Vietnam |
| 24 Aug 1967 | 19 May 1968 | CVW-1 | CVA 42 | Med |
| 04 Nov 1967 | 25 May 1968 | CVW-2 | CVA 61 | WestPac/Vietnam |
| 15 Nov 1967 | 04 Aug 1968 | CVW-8 | CVA 38 | Med |
| 18 Nov 1967 | 28 Jun 1968 | CVW-11 | CVA 63 | WestPac/Vietnam |
| 28 Dec 1967 | 17 Aug 1968 | CVW-19 | CVA 14 | WestPac/Vietnam |

Major Overseas Deployments for 1968

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 03 Jan 1968 | 18 Jul 1968 | CVW-9 | CVAN 65 | WestPac/Vietnam |
| 27 Jan 1968 | 10 Oct 1968 | CVW-5 | CVA 31 | WestPac/Vietnam |
| 10 Apr 1968 | 16 Dec 1968 | CVW-6 | CVA 66 | World Cruise/Vietnam |
| 30 Apr 1968 | 27 Jan 1969 | CVW-7 | CVA 62 | Med |
| 29 May 1968 | 31 Jan 1969 | CVW-14 | CVA 64 | WestPac/Vietnam |
| 04 Jun 1968 | 08 Feb 1969 | CVW-10 | CVS 11 | SoLant/IO/Pacific/Vietnam |
| 18 Jul 1968 | 03 Mar 1969 | CVW-21 | CVA 19 | WestPac/Vietnam |
| 22 Jul 1968 | 29 Apr 1969 | CVW-17 | CVA 59 | Med |
| 07 Sep 1968 | 18 Apr 1969 | CVW-15 | CVA 43 | WestPac/Vietnam |
| 26 Oct 1968 | 17 May 1969 | CVW-2 | CVA 61 | WestPac/Vietnam |
| 30 Dec 1968 | 04 Sep 1969 | CVW-11 | CVA 63 | WestPac/Vietnam |

Major Overseas Deployments for 1969

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 06 Jan 1969 | 02 Jul 1969 | CVW-9 | CVAN 65 | WestPac/Vietnam |
| 07 Jan 1969 | 29 Jul 1969 | CVW-8 | CVA 38 | Med |
| 01 Feb 1969 | 18 Sep 1969 | CVW-16 | CVA 14 | WestPac/Vietnam |
| 18 Mar 1969 | 29 Oct 1969 | CVW-5 | CVA 31 | WestPac/Vietnam |
| 05 Apr 1969 | 21 Dec 1969 | CVW-1 | CVA 67 | Med |

Major Overseas Deployments for 1969—Continued

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 14 Apr 1969 | 17 Nov 1969 | CVW-19 | CVA 34 | WestPac/Vietnam |
| 09 Jul 1969 | 22 Jan 1970 | CVW-3 | CVA 60 | Med |
| 02 Aug 1969 | 15 Apr 1970 | CVW-21 | CVA 19 | WestPac/Vietnam |
| 11 Aug 1969 | 08 May 1970 | CVW-14 | CVA 64 | WestPac/Vietnam |
| 03 Sep 1969 | 09 Oct 1969 | CVW-7 | CVA 62 | NorLant |
| 23 Sep 1969 | 01 Jul 1970 | CVW-15 | CVA 43 | WestPac/Vietnam |
| 14 Oct 1969 | 01 Jun 1970 | CVW-2 | CVA 61 | WestPac/Vietnam |
| 02 Dec 1969 | 08 Jul 1970 | CVW-17 | CVA 59 | Med |

Major Overseas Deployments for 1970

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 02 Jan 1970 | 27 Jul 1970 | CVW-6 | CVA 42 | Med |
| 05 Mar 1970 | 17 Dec 1970 | CVW-8 | CVS 38 | SoLant/IO/WestPac/Vietnam |
| 02 Apr 1970 | 12 Nov 1970 | CVW-5 | CVA 31 | WestPac/Vietnam |
| 10 Apr 1970 | 21 Dec 1970 | CVW-9 | CVA 66 | WestPac/Vietnam |
| 14 May 1970 | 10 Dec 1970 | CVW-19 | CVA 34 | WestPac/Vietnam |
| 17 Jun 1970 | 09 Nov 1970 | CVW-3 | CVA 60 | Med |
| 23 Jun 1970 | 31 Jan 1971 | CVW-7 | CVA 62 | Med |
| 14 Sep 1970 | 01 Mar 1971 | CVW-1 | CVA 67 | Carib/Med/NorLant |
| 22 Oct 1970 | 03 Jun 1971 | CVW-21 | CVA 19 | WestPac/Vietnam |
| 27 Oct 1970 | 17 Jun 1971 | CVW-2 | CVA 61 | WestPac/Vietnam |
| 06 Nov 1970 | 17 Jul 1971 | CVW-11 | CVA 63 | WestPac/Vietnam |

Major Overseas Deployments for 1971

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 05 Jan 1971 | 02 Jul 1971 | CVW-17 | CVA 59 | Med |
| 29 Jan 1971 | 23 Jul 1971 | CVW-6 | CVA 42 | Med |
| 16 Apr 1971 | 06 Nov 1971 | CVW-5 | CVA 41 | WestPac/Vietnam |
| 14 May 1971 | 18 Dec 1971 | CVW-19 | CVA 34 | WestPac/Vietnam |
| 07 Jun 1971 | 28 Oct 1971 | CVW-3 | CVA 60 | NorLant/Med |
| 11 Jun 1971 | 12 Feb 1972 | CVW-14 | CVAN 65 | WestPac/Vietnam/IO |
| 06 Jul 1971 | 16 Dec 1971 | CVW-8 | CVA 66 | Med |
| 16 Sep 1971 | 16 Mar 1972 | CVW-7 | CVA 62 | NorLant/Med |
| 01 Oct 1971 | 30 Jun 1972 | CVW-9 | CVA 64 | WestPac/Vietnam |
| 12 Nov 1971 | 17 Jul 1972 | CVW-15 | CVA 43 | WestPac/Vietnam |
| 01 Dec 1971 | 06 Oct 1972 | CVW-1 | CVA 67 | Med/NorLant |

Major Overseas Deployments for 1972

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 07 Jan 1972 | 03 Oct 1972 | CVW-21 | CVA 19 | WestPac/Vietnam |
| 15 Feb 1972 | 08 Dec 1972 | CVW-6 | CVA 42 | Med |
| 17 Feb 1972 | 28 Nov 1972 | CVW-11 | CVA 63 | WestPac/Vietnam |
| 10 Apr 1972 | 03 Mar 1973 | CVW-5 | CVA 41 | WestPac/Vietnam |
| 11 Apr 1972 | 13 Feb 1973 | CVW-3 | CV 60 | SoLant/IO/WestPac/Vietnam |
| 05 Jun 1972 | 24 Mar 1973 | CVW-8 | CVA 66 | WestPac/Vietnam |
| 05 Jun 1972 | 30 Mar 1973 | CVW-19 | CVA 34 | WestPac/Vietnam |

Major Overseas Deployments for 1972—Continued

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 12 Sep 1972 | 12 Jun 1973 | CVW-14 | CVAN 65 | WestPac/Vietnam |
| 22 Sep 1972 | 06 Jul 1973 | CVW-17 | CVA 59 | Med |
| 16 Nov 1972 | 23 Jun 1973 | CVW-2 | CVA 61 | WestPac/Vietnam |

Major Overseas Deployments for 1973

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 05 Jan 1973 | 11 Oct 1973 | CVW-9 | CVA 64 | WestPac/Vietnam |
| 09 Mar 1973 | 08 Nov 1973 | CVW-15 | CVA 43 | WestPac |
| 16 Apr 1973 | 01 Dec 1973 | CVW-1 | CVA 67 | Med/NorLant/Med |
| 08 May 1973 | 08 Jan 1974 | CVW-21 | CVA 19 | WestPac/IO |
| 21 Jun 1973 | 19 Jan 1974 | CVW-7 | CV 62 | Med |
| 11 Sep 1973 | 05 Oct 1973 | CVW-5 | CVA 41* | WestPac |
| 14 Sep 1973 | 17 Mar 1974 | CVW-6 | CVA 42 | Med |
| 18 Oct 1973 | 05 Jun 1974 | CVW-19 | CVA 34 | WestPac/IO |
| 23 Nov 1973 | 09 Jul 1974 | CVW-11 | CV 63 | WestPac/IO |
| 26 Nov 1973 | 22 Dec 1973 | CVW-5 | CVA 41* | WestPac |

* *Midway* (CVA 41) with CVW-5 and its assigned squadrons were forward deployed and home ported overseas at Naval Station Yokosuka, Japan. Only operations outside the home waters of Japan are listed as deployments.

Major Overseas Deployments for 1974

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 03 Jan 1974 | 03 Aug 1974 | CVW-8 | CVA 66 | Med |
| 29 Jan 1974 | 06 Mar 1974 | CVW-5 | CVA 41* | WestPac |
| 11 Mar 1974 | 11 Sep 1974 | CVW-17 | CVA 59 | Med |
| 07 May 1974 | 18 Oct 1974 | CVW-2 | CVA 61 | WestPac |
| 21 Jun 1974 | 22 Dec 1974 | CVW-9 | CVA 64 | WestPac/IO |
| 19 Jul 1974 | 21 Jan 1975 | CVW-7 | CV 62 | Med |
| 06 Sep 1974 | 12 Oct 1974 | CVW-8 | CVA 66 | NorLant |
| 17 Sep 1974 | 20 May 1975 | CVW-14 | CVAN 65 | WestPac/IO |
| 27 Sep 1974 | 19 Mar 1975 | CVW-3 | CV 60 | Med |
| 18 Oct 1974 | 20 Dec 1974 | CVW-5 | CVA 41* | WestPac |
| 05 Dec 1974 | 02 Jul 1975 | CVW-15 | CVA 43 | WestPac |

* *Midway* (CVA 41) with CVW-5 and its assigned squadrons were forward deployed and home ported overseas at Naval Station Yokosuka, Japan. Only operations outside the home waters of Japan are listed as deployments.

Major Overseas Deployments for 1975

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 03 Jan 1975 | 16 Jul 1975 | CVW-6 | CV 42 | Med |
| 13 Jan 1975 | 18 Feb 1975 | CVW-5 | CVA 41* | WestPac |
| 05 Mar 1975 | 22 Sep 1975 | CVW-17 | CV 59 | Med |
| 18 Mar 1975 | 20 Oct 1975 | CVW-21 | CV 19 | WestPac |
| 31 Mar 1975 | 29 May 1975 | CVW-5 | CVA 41* | WestPac |
| 21 May 1975 | 15 Dec 1975 | CVW-11 | CV 63 | WestPac |
| 28 Jun 1975 | 27 Jan 1976 | CVW-1 | CV 67 | Med |
| 16 Jul 1975 | 24 Sep 1975 | CVW-8 | CVN 68 | Carib/NorLant |

Major Overseas Deployments for 1975—Continued

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 16 Sep 1975 | 03 Mar 1976 | CVW-19 | CV 34 | WestPac |
| 04 Oct 1975 | 19 Dec 1975 | CVW-5 | CV 41* | WestPac/IO |
| 15 Oct 1975 | 05 May 1976 | CVW-7 | CV 62 | NorLant/Med |

* *Midway* (CVA 41) with CVW-5 and its assigned squadrons were forward deployed and home ported overseas at Naval Station Yokosuka, Japan. Only operations outside the home waters of Japan are listed as deployments.

Major Overseas Deployments for 1976

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 06 Jan 1976 | 28 Jul 1976 | CVW-3 | CV 60 | Med |
| 30 Jan 1976 | 07 Sep 1976 | CVW-2 | CV 61 | WestPac/IO |
| 13 Mar 1976 | 26 Apr 1976 | CVW-5 | CV 41* | WestPac |
| 15 Apr 1976 | 25 Oct 1976 | CVW-6 | CV 66 | Med |
| 19 May 1976 | 22 Jun 1976 | CVW-5 | CV 41* | WestPac |
| 07 Jul 1976 | 07 Feb 1977 | CVW-8 | CVN 68 | Med |
| 09 Jul 1976 | 04 Aug 1976 | CVW-5 | CV 41* | WestPac |
| 30 Jul 1976 | 28 Mar 1977 | CVW-14 | CVN 65 | WestPac/IO |
| 02 Sep 1976 | 09 Nov 1976 | CVW-1 | CV 67 | NorLant |
| 04 Oct 1976 | 21 Apr 1977 | CVW-19 | CV 42 | Med |
| 01 Nov 1976 | 17 Dec 1976 | CVW-5 | CV 41* | WestPac |

* *Midway* (CV 41) with CVW-5 and its assigned squadrons were forward deployed and home ported overseas at Naval Station Yokosuka, Japan. Only operations outside the home waters of Japan are listed as deployments.

Major Overseas Deployments for 1977

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 11 Jan 1977 | 01 Mar 1977 | CVW-5 | CV 41* | WestPac |
| 15 Jan 1977 | 01 Aug 1977 | CVW-1 | CV 67 | Med |
| 15 Feb 1977 | 05 Oct 1977 | CVW-15 | CV 43 | WestPac |
| 31 Mar 1977 | 21 Oct 1977 | CVW-7 | CV 62 | Med |
| 12 Apr 1977 | 21 Nov 1977 | CVW-9 | CV 64 | WestPac |
| 19 Apr 1977 | 05 Sep 1977 | CVW-5 | CV 41* | WestPac |
| 10 Jun 1977 | 19 Jul 1977 | CVW-6 | CV 66 | SoLant |
| 11 Jul 1977 | 23 Dec 1977 | CVW-3 | CV 60 | Med |
| 08 Aug 1977 | 02 Sep 1977 | CVW-5 | CV 41* | WestPac |
| 27 Sep 1977 | 21 Dec 1977 | CVW-5 | CV 41* | WestPac/IO |
| 29 Sep 1977 | 25 Apr 1978 | CVW-6 | CV 66 | Med |
| 25 Oct 1977 | 15 May 1978 | CVW-11 | CV 63 | WestPac |
| 01 Dec 1977 | 20 Jul 1978 | CVW-8 | CVN 68 | Med/NorLant |

* *Midway* (CV 41) with CVW-5 and its assigned squadrons were forward deployed and home ported overseas at Naval Station Yokosuka, Japan. Only operations outside the home waters of Japan are listed as deployments.

Major Overseas Deployments for 1978

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 04 Apr 1978 | 26 Oct 1978 | CVW-17 | CV 59 | Med/NorLant |
| 04 Apr 1978 | 30 Oct 1978 | CVW-14 | CVN 65 | WestPac/IO |
| 11 Apr 1978 | 23 May 1978 | CVW-5 | CV 41* | WestPac |
| 29 Jun 1978 | 08 Feb 1979 | CVW-1 | CV 67 | Med |
| 26 Sep 1978 | 17 May 1979 | CVW-9 | CV 64 | WestPac/IO |
| 03 Oct 1978 | 05 Apr 1979 | CVW-3 | CV 60 | Med |
| 09 Nov 1978 | 23 Dec 1978 | CVW-5 | CV 41* | WestPac |

* *Midway* (CV 41) with CVW-5 and its assigned squadrons were forward deployed and home ported overseas at Naval Station Yokosuka, Japan. Only operations outside the home waters of Japan are listed as deployments.

Major Overseas Deployments for 1979

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 11 Jan 1979 | 20 Feb 1979 | CVW-5 | CV 41* | WestPac |
| 16 Jan 1979 | 13 Jul 1979 | CVW-7 | CVN 69 | Med |
| 21 Feb 1979 | 22 Sep 1979 | CVW-2 | CV 61 | WestPac |
| 13 Mar 1979 | 22 Sep 1979 | CVW-11 | CV 66 | Med |
| 07 Apr 1979 | 18 Jun 1979 | CVW-5 | CV 41* | IO |
| 30 May 1979 | 25 Feb 1980 | CVW-15 | CV 63 | WestPac/IO |
| 28 Jun 1979 | 14 Dec 1979 | CVW-6 | CV 62 | Med |
| 20 Aug 1979 | 14 Sep 1979 | CVW-5 | CV 41* | WestPac |
| 10 Sep 1979 | 26 May 1980 | CVW-8 | CVN 68 | Med/SoLant/IO |
| 30 Sep 1979 | 20 Feb 1980 | CVW-5 | CV 41* | IO |
| 13 Nov 1979 | 11 Jun 1980 | CVW-14 | CV 43 | WestPac/IO |
| 27 Nov 1979 | 07 May 1980 | CVW-17 | CV 59 | Med |

* *Midway* (CV 41) with CVW-5 and its assigned squadrons were forward deployed and home ported overseas at Naval Station Yokosuka, Japan. Only operations outside the home waters of Japan are listed as deployments.

Major Overseas Deployments for 1980

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 26 Feb 1980 | 15 Oct 1980 | CVW-9 | CV 64 | WestPac/IO |
| 10 Mar 1980 | 27 Aug 1980 | CVW-3 | CV 60 | Med |
| 15 Apr 1980 | 22 Dec 1980 | CVW-7 | CVN 69 | IO |
| 14 Jul 1980 | 26 Nov 1980 | CVW-5 | CV 41* | WestPac/IO |
| 04 Aug 1980 | 28 Mar 1981 | CVW-1 | CV 67 | Med |
| 29 Aug 1980 | 17 Oct 1980 | CVW-8 | CVN 68 | NorLant |
| 10 Sep 1980 | 05 May 1981 | CVW-2 | CV 61 | WestPac/IO |
| 19 Nov 1980 | 10 Jun 1981 | CVW-6 | CV 62 | SoLant/IO/Med |

* *Midway* (CV 41) with CVW-5 and its assigned squadrons were forward deployed and home ported overseas at Naval Station Yokosuka, Japan. Only operations outside the home waters of Japan are listed as deployments.

Major Overseas Deployments for 1981

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 23 Feb 1981 | 05 Jun 1981 | CVW-5 | CV 41* | WestPac/IO |
| 02 Mar 1981 | 15 Sep 1981 | CVW-17 | CV 59 | Med/NorLant |

Major Overseas Deployments for 1981—Continued

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 01 Apr 1981 | 23 Nov 1981 | CVW-15 | CV 63 | WestPac/IO |
| 14 Apr 1981 | 12 Nov 1981 | CVW-11 | CV 66 | Med/IO |
| 26 Jun 1981 | 16 Jul 1981 | CVW-5 | CV 41* | WestPac |
| 03 Aug 1981 | 12 Feb 1982 | CVW-8 | CVN 68 | Med |
| 20 Aug 1981 | 07 Oct 1981 | CVW-7 | CVN 69 | NorLant |
| 20 Aug 1981 | 23 Mar 1982 | CVW-14 | CV 43 | WestPac/IO |
| 03 Sep 1981 | 06 Oct 1981 | CVW-5 | CV 41* | WestPac |
| 20 Oct 1981 | 23 May 1982 | CVW-9 | CV 64 | WestPac/IO |

* *Midway* (CV 41) with CVW-5 and its assigned squadrons were forward deployed and home ported overseas at Naval Station Yokosuka, Japan. Only operations outside the home waters of Japan are listed as deployments.

Major Overseas Deployments for 1982

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 04 Jan 1982 | 14 Jul 1982 | CVW-3 | CV 67 | Med/IO |
| 05 Jan 1982 | 13 Jul 1982 | CVW-7 | CVN 69 | Med |
| 07 Apr 1982 | 19 Oct 1982 | CVW-2 | CV 61 | WestPac/IO |
| 26 Apr 1982 | 18 Jun 1982 | CVW-5 | CV 41* | WestPac |
| 07 Jun 1982 | 22 Dec 1982 | CVW-6 | CV 62 | Med |
| 08 Jun 1982 | 16 Nov 1982 | CVW-17 | CV 59 | Med/IO |
| 23 Aug 1982 | 30 Oct 1982 | CVW-1 | CV 66 | NorLant/Med/Carib |
| 01 Sep 1982 | 28 Apr 1983 | CVW-11 | CVN 65 | NorPac/WestPac |
| 14 Sep 1982 | 11 Dec 1982 | CVW-5 | CV 41* | NorPac/WestPac |
| 10 Nov 1982 | 20 May 1983 | CVW-8 | CVN 68 | Carib/Med |
| 08 Dec 1982 | 02 Jun 1983 | CVW-1 | CV 66 | Med/IO |

* *Midway* (CV 41) with CVW-5 and its assigned squadrons were forward deployed and home ported overseas at Naval Station Yokosuka, Japan. Only operations outside the home waters of Japan are listed as deployments.

Major Overseas Deployments for 1983

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 01 Mar 1983 | 29 Oct 1983 | CVW-15 | CVN 70 | World Cruise |
| 21 Mar 1983 | 12 Sep 1983 | CVW-14 | CV 43 | World Cruise |
| 27 Apr 1983 | 02 Dec 1983 | CVW-7 | CVN 69 | Med |
| 25 May 1983 | 01 Jul 1983 | CVW-3 | CV 67 | NorLant |
| 02 Jun 1983 | 08 Aug 1983 | CVW-5 | CV 41* | WestPac |
| 15 Jul 1983 | 29 Feb 1984 | CVW-9 | CV 61 | Central America/WestPac/IO |
| 27 Sep 1983 | 02 May 1984 | CVW-3 | CV 67 | SoLant/Med |
| 25 Oct 1983 | 11 Dec 1983 | CVW-5 | CV 41* | WestPac |
| 18 Oct 1983 | 11 Apr 1984 | CVW-6 | CV 62 | Carib/Med/NorLant |
| 28 Dec 1983 | 23 May 1984 | CVW-5 | CV 41* | IO |

* *Midway* (CV 41) with CVW-5 and its assigned squadrons were forward deployed and home ported overseas at Naval Station Yokosuka, Japan. Only operations outside the home waters of Japan are listed as deployments.

Major Overseas Deployments for 1984

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 13 Jan 1984 | 01 Aug 1984 | CVW-2 | CV 63 | WestPac/IO |
| 02 Apr 1984 | 20 Oct 1984 | CVW-17 | CV 60 | Med |

Major Overseas Deployments for 1984—Continued

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 24 Apr 1984 | 14 Nov 1984 | CVW-1 | CV 66 | Carib/Med/IO |
| 08 May 1984 | 20 Jun 1984 | CVW-7 | CVN 69 | Carib/NorLant |
| 30 May 1984 | 20 Dec 1984 | CVW-11 | CVN 65 | WestPac/IO/NorPac |
| 10 Oct 1984 | 08 May 1985 | CVW-7 | CVN 69 | Med |
| 18 Oct 1984 | 24 May 1985 | CVW-15 | CVN 70 | NorPac/WestPac/IO |
| 15 Oct 1984 | 12 Dec 1984 | CVW-5 | CV 41* | WestPac |
| 16 Oct 1984 | 19 Feb 1985 | CVW-6 | CV 62 | Med/IO |

* *Midway* (CV 41) with CVW-5 and its assigned squadrons were forward deployed and home ported overseas at Naval Station Yokosuka, Japan. Only operations outside the home waters of Japan are listed as deployments.

Major Overseas Deployments for 1985

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 01 Feb 1985 | 28 Mar 1985 | CVW-5 | CV 41* | WestPac |
| 21 Feb 1985 | 24 Aug 1985 | CVW-14 | CV 64 | WestPac/IO |
| 08 Mar 1985 | 04 Oct 1985 | CVW-8 | CVN 68 | Carib/Med |
| 10 Jun 1985 | 14 Oct 1985 | CVW-5 | CV 41* | IO/WestPac |
| 08 Jul 1985 | 22 Aug 1985 | CVW-7 | CVN 69 | Carib |
| 24 Jul 1985 | 21 Dec 1985 | CVW-9 | CV 63 | WestPac/IO |
| 24 Aug 1985 | 09 Oct 1985 | CVW-1 | CV 66 | NorLant |
| 25 Aug 1985 | 16 Apr 1986 | CVW-17 | CV 60 | Med/IO |
| 01 Oct 1985 | 19 May 1986 | CVW-13 | CV 43 | Med |
| 15 Nov 1985 | 12 Dec 1985 | CVW-5 | CV 41* | WestPac |

* *Midway* (CV 41) with CVW-5 and its assigned squadrons were forward deployed and home ported overseas at Naval Station Yokosuka, Japan. Only operations outside the home waters of Japan are listed as deployments.

Major Overseas Deployments for 1986

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 15 Jan 1986 | 12 Aug 1986 | CVW-11 | CVN 65 | World Cruise |
| 17 Jan 1986 | 30 Mar 1986 | CVW-5 | CV 41* | WestPac |
| 10 Mar 1986 | 10 Sep 1986 | CVW-1 | CV 66 | Med |
| 02 Jun 1986 | 10 Nov 1986 | CVW-6 | CV 59 | Med |
| 12 Aug 1986 | 05 Feb 1987 | CVW-15 | CVN 70 | NorPac/WestPac/IO |
| 15 Aug 1986 | 16 Oct 1986 | CVW-8 | CVN 68 | NorLant |
| 18 Aug 1986 | 03 Mar 1987 | CVW-3 | CV 67 | Med |
| 18 Aug 1986 | 20 Oct 1986 | CVW-2 | CV 61 | NorPac/WestPac |
| 04 Sep 1986 | 20 Oct 1986 | CVW-14 | CV 64 | NorPac |
| 30 Dec 1986 | 26 Jul 1987 | CVW-8 | CVN 68 | Med/SoLant/West Coast |

* *Midway* (CV 41) with CVW-5 and its assigned squadrons were forward deployed and home ported overseas at Naval Station Yokosuka, Japan. Only operations outside the home waters of Japan are listed as deployments.

Major Overseas Deployments for 1987

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 03 Jan 1987 | 29 Jun 1987 | CVW-9 | CV 63 | World Cruise |
| 09 Jan 1987 | 20 Mar 1987 | CVW-5 | CV 41* | WestPac |
| 02 Mar 1987 | 29 Apr 1987 | CVW-2 | CV 61 | NorPac |
| 11 Apr 1987 | 13 Oct 1987 | CVW-14 | CV 64 | WestPac/IO |

Major Overseas Deployments for 1987—Continued

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 23 Apr 1987 | 13 Jul 1987 | CVW-5 | CV 41* | WestPac |
| 05 Jun 1987 | 17 Nov 1987 | CVW-17 | CV 60 | Med |
| 14 Jul 1987 | 29 Dec 1987 | CVW-2 | CV 61 | WestPac/IO |
| 28 Aug 1987 | 09 Oct 1987 | CVW-6 | CV 59 | NorLant |
| 29 Sep 1987 | 28 Mar 1988 | CVW-13 | CV 43 | Med |
| 15 Oct 1987 | 12 Apr 1988 | CVW-5 | CV 41* | WestPac/IO |
| 25 Oct 1987 | 24 Nov 1987 | CVW-11 | CVN 65 | NorPac |

* *Midway* (CV 41) with CVW-5 and its assigned squadrons were forward deployed and home ported overseas at Naval Station Yokosuka, Japan. Only operations outside the home waters of Japan are listed as deployments.

Major Overseas Deployments for 1988

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 05 Jan 1988 | 03 Jul 1988 | CVW-11 | CVN 65 | WestPac/IO/NorPac |
| 29 Feb 1988 | 29 Aug 1988 | CVW-7 | CVN 69 | Med |
| 25 Apr 1988 | 07 Oct 1988 | CVW-6 | CV 59 | Med/IO/NorLant |
| 15 Jun 1988 | 14 Dec 1988 | CVW-15 | CVN 70 | NorPac/WestPac/IO |
| 02 Aug 1988 | 01 Feb 1989 | CVW-3 | CV 67 | Med |
| 25 Aug 1988 | 11 Oct 1988 | CVW-8 | CVN 71 | NorLant |
| 02 Sep 1988 | 02 Mar 1989 | CVW-9 | CVN 68 | WestPac/IO |
| 18 Oct 1988 | 09 Nov 1988 | CVW-5 | CV 41* | WestPac |
| 01 Dec 1988 | 01 Jun 1989 | CVW-14 | CV 64 | WestPac/IO |
| 30 Dec 1988 | 30 Jun 1989 | CVW-8 | CVN 71 | Med |

* *Midway* (CV 41) with CVW-5 and its assigned squadrons were forward deployed and home ported overseas at Naval Station Yokosuka, Japan. Only operations outside the home waters of Japan are listed as deployments.

Major Overseas Deployments for 1989

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 21 Jan 1989 | 24 Feb 1989 | CVW-5 | CV 41* | WestPac |
| 08 Feb 1989 | 03 Apr 1989 | CVW-1 | CV 66 | Carib/NorLant |
| 24 Feb 1989 | 24 Aug 1989 | CVW-2 | CV 61 | WestPac/IO |
| 27 Feb 1989 | 09 Apr 1989 | CVW-5 | CV 41* | WestPac |
| 11 May 1989 | 10 Nov 1989 | CVW-1 | CV 66 | Med/IO |
| 31 May 1989 | 25 Jul 1989 | CVW-5 | CV 41* | WestPac |
| 31 May 1989 | 30 Sep 1989 | CVW-13 | CV 43 | Med |
| 15 Jun 1989 | 09 Jul 1989 | CVW-9 | CVN 68 | NorPac |
| 15 Aug 1989 | 11 Dec 1989 | CVW-5 | CV 41* | WestPac/IO |
| 05 Sep 1989 | 09 Nov 1989 | CVW-15 | CVN 70 | NorPac/WestPac |
| 16 Sep 1989 | 19 Oct 1989 | CVW-14 | CV 64 | NorPac |
| 17 Sep 1989 | 16 Mar 1990 | CVW-11 | CVN 65 | World Cruise |
| 04 Nov 1989 | 12 Apr 1990 | CVW-6 | CV 59 | Med |

* *Midway* (CV 41) with CVW-5 and its assigned squadrons were forward deployed and home ported overseas at Naval Station Yokosuka, Japan. Only operations outside the home waters of Japan are listed as deployments.

Major Overseas Deployments for 1990

| <i>Date of Departure</i> | <i>Date of Return</i> | <i>Air Wing</i> | <i>Carrier</i> | <i>Area of Operation</i> |
|------------------------------|---------------------------|---------------------|----------------|------------------------------|
| 25 Jan 1990 | 06 Apr 1990 | CVW-5 | CV 41* | WestPac |
| 01 Feb 1990 | 31 Jul 1990 | CVW-15 | CVN 70 | WestPac/IO |
| 08 Mar 1990 | 12 Sep 1990 | CVW-7 | CVN 69 | Med/Red Sea |
| 23 Jun 1990 | 20 Dec 1990 | CVW-14 | CV 62 | WestPac/IO/Persian Gulf |
| 07 Aug 1990 | 28 Mar 1991 | CVW-17 | CV 60 | Med/Red Sea |
| 15 Aug 1990 | 28 Mar 1991 | CVW-3 | CV 67 | Med/Red Sea |
| 02 Oct 1990 | 17 Apr 1991 | CVW-5 | CV 41* | WestPac/IO/Persian Gulf |
| 08 Dec 1990 | 08 Jun 1991 | CVW-2 | CV 61 | WestPac/IO/Persian Gulf |
| 28 Dec 1990 | 18 Apr 1991 | CVW-1 | CV 66 | Med/Red Sea/Persian Gulf |
| 28 Dec 1990 | 28 Jun 1991 | CVW-8 | CVN 71 | Med/Red Sea/Persian Gulf |

* *Midway* (CV 41) with CVW-5 and its assigned squadrons were forward deployed and home ported overseas at Naval Station Yokosuka, Japan. Only operations outside the home waters of Japan are listed as deployments.

U.S. Navy Squadron Designations and Abbreviations

THE SYSTEM OF SQUADRON designations was established to help define part of naval aviation's organizational structure and help identify the operational and administrative functions of aviation within the fleet. Just as the designations for ships, such as DD, CA, BB, etc., were used to define the duties of the specific units and their alignment within the fleet organization, so also were the squadron designations established to formulate the responsibilities and alignment within naval aviation and the fleet structure.

During naval aviation's early years there were big question marks concerning naval aviation's ability to succeed as a functional component of the fleet and whether it would survive due to the limited capabilities of the aircraft. In official publications and references, such as the *Daily Aviation News Bulletin* of 1 October 1919, casual terms were used to describe or identify various aircraft squadrons and units. The casual terms were used because no specific fleet aviation organizational structure for squadrons had been officially established. Prior to 1919, naval aircraft, excluding Marine Corps planes, were primarily assigned to shore stations. Therefore, in order to integrate aviation into the fleet, it was necessary to develop a fleet organization that included aviation units. The development of a system of squadron designations is discussed in Chapter 1.

In general terms, the Navy's system for designating naval aircraft squadrons has usually conformed to the following loose classification structure:

- (1) Squadron designations were based on specific letters used for indicating the missions for each particular type of squadron and its assigned aircraft. As an example, a World War II squadron operating the F4U Corsair aircraft would have been designated a fighting squadron (VF). The letter F, for fighting or fighter, was the key in identifying the type of squadron and was also used in the aircraft's designation.
- (2) Identification numbers were assigned to each squadron, such as VF-1. The number 1 separates Fighter Squadron 1 (VF-1) from Fighter Squadron 10 (VF-10).

There have been many variations to this basic system throughout naval aviation's history. Changes were

also made to the designation system when new plane types were developed and new squadrons were formed to carry out those new missions. There is no logical sequence for the numerical designation assigned the various squadrons throughout most of naval aviation's history. The Marine Corps did establish a logical sequence for their squadron designations, however, there are variations to this system, too.

As Navy squadrons were established, disestablished or redesignated, many of the same letters and numbers were reused and assigned at a later date for newly established or redesignated units, hence, the lineage of a squadron cannot always be traced or linked by using the same designation. As an example, VF-1 from World War II has no direct relationship to VF-1 established in the 1970s. The rich tradition and heritage of the various squadrons in the Navy has not always been carried over because of the break in continuity between units. Once a squadron is disestablished that ends its history. If a new squadron is established using the same designation of a previous squadron it does not have any direct relationship with that unit. The reuse of many of the same letters and numerical designations adds considerable confusion to the squadron designation system. A new squadron may carry on the traditions of a previous squadron, just as a ship that has been assigned the same name more than once carries on the traditions of the past ships with the same name. However, a squadron, just like a ship, can not claim a heritage or historical link to the old unit with the same designation.

Consistency has been the major ingredient lacking in the Navy's squadron designation system. As an example, the use of "Plane" in squadron designations was not consistent during the 1920s. Sometimes the full designation would be written differently, depending on the squadron's assignment to the Battle Fleet, Scouting Fleet, or Asiatic Fleet. A designation such as Scouting Squadron and Scouting Plane Squadron, which used the same abbreviation, VS, was listed in the *Navy Directory* as Scouting Squadron under the Battle Fleet and Scouting Plane Squadron under the Scouting Fleet. The use of "Plane" in squadron designations was most likely designed to identify the squadron as an aviation unit, vice a destroyer squadron. This seems to be especially true during the

1920s when aviation was first being integrated into the fleet organization and operations. The *Navy Directory*; *Monthly Report*, *Status of Naval Aircraft*; and the *Bureau of Aeronautics*, *Weekly Newsletter* all list squadron designations using "Plane." The Chief of Naval Operations' *Naval Aeronautical Organization*, published for each Fiscal Year, lists the squadron designations without using "Plane" in the designation. It is obvious there is no difference between the squadrons with or without the use of "Plane" in the squadron designation. The acronym remained the same, with or without the use of "Plane" in the full squadron designation. In the 1930s the squadron designations listed in all four sources identified above usually refer to the squadron using its abbreviated designation, such as VF Squadron 1 (VF-1) instead of Fighting Plane Squadron 1. In the 1940s the use of "Plane" in the full squadron designation is dropped.

In the late 1940s and early 1950s the VC squadron designation was used to identify a group of squadrons with several different missions but all assigned the VC designation. Missions for specific Composite Squadrons (VC) included all-weather night, attack and defense; air early warning; anti-submarine warfare; and photographic. The only identifying factor to separate the different types of Composite Squadrons was the numerical designation. In the late 1940s the single digit numbers were for the Composite Night or Attack and Defense units, those numbers in the teens were for Composite Air Warning squadrons, numbers in the 20s and 30s were for Composite Anti-Submarine units, and the numbers in the 60s were for Composite Photographic squadrons.

Besides the composite squadrons (VC), several patrol squadrons (VP) had specific mission requirements that were different from its normal patrol and reconnaissance duties. However, these squadrons still maintained the normal VP designation. In the late 1940s there were two VP squadrons with a primary mission of photographic and one with an air early warning mission. VP-61 and VP-62 were the photographic squadrons and VP-51 was the air early warning squadron.

The special VC and VP designated units, were on the cutting edge of technology, which eventually lead to the development of specialized squadron designations in the 1950s and 1960s. Squadrons such as VAW (Carrier Airborne Early Warning), VAQ (Tactical Electronic Warfare), and VQ (Electronic Countermeasures or Air Reconnaissance) were the result of technical developments in the late 1940s and early 1950s.

The use of an abbreviated squadron designation with different missions occurred in the early 1950s when the VJ designation was used for both photographic squadrons and weather squadrons. VJ-1 and 2 were designated Weather Squadrons or Weather Reconnaissance Squadrons. VJ-61 and 62 were designated Photographic Squadrons. The missions were totally

different for these two types of squadrons but they used a common abbreviated squadron designation.

There are four factors that play a role in developing or changing squadron designations. They have been around since the introduction of aviation in the Navy and will continue to be the primary factors effecting squadron designations. The factors are:

1. the duties or mission of a squadron
2. technical advances in aircraft or equipment
3. changes in tactics or development of new tactics
4. changes in naval aviation or fleet organization

The following is a list of various squadron designations used by the Navy since the early 1920s. It does not include Marine Corps squadron designations. The list is in alphabetical order rather than in the chronological order of squadron development. The general time frame for when the designation was in use is listed with the squadron designation. Further elaboration on the assignment of squadrons to other organizations and their designations such as: a battle group, carrier air wing, cruiser group, fleet air force, scouting fleet, Asiatic Fleet, naval district, reserves, etc., has not been included in this list to prevent it from becoming too confusing or extensive. The only exception to this is for the reserves. Reserve squadron designations, beginning in 1970, are included in this list. In 1970 the naval air reserve was reorganized and the squadron structure and arrangement was aligned to mirror the squadron designation system in existence for active fleet units.

U.S. NAVY SQUADRON DESIGNATIONS AND ABBREVIATIONS

| Acronym | Full Squadron Designation | General time-frame in use |
|--------------|---|---------------------------|
| HAL or HA(L) | Helicopter Attack Squadron Light | 1967-1972 1976-1988 |
| HC | Helicopter Combat Support Squadron | 1965-present |
| HCS | Helicopter Combat Support Special Squadron | 1988-present |
| HCT | Helicopter Combat Support Training Squadron | 1974-1977 |
| HM | Helicopter Mine Countermeasures Squadron | 1971-present |
| HS | Helicopter Anti-Submarine Squadron | 1951-present |
| HSL | Helicopter Anti-Submarine Squadron (Light) | 1972-present |
| HT | Helicopter Training Squadron | 1960-present |
| HTU | Helicopter Training Unit | 1950-1957 |
| HU | Helicopter Utility Squadron | 1948-1965 |
| RVAH | Reconnaissance Attack Squadron | 1964-1979 |
| RVAW | Carrier Airborne Early Warning Training Squadron | 1967-1983 |
| STAGRON | Special Air Task Force Squadron (VK) | 1943-1944 |
| TACRON | Tactical Squadron or Tactical Air Control Squadron or Tactical Control Squadron | 1946-present |
| VA | Attack Squadron | 1946-present |
| VA(AW) | All-Weather Attack Squadron | 1956-1959 |
| VAH or VA(H) | Heavy Attack Squadron | 1955-1971 |
| VA(HM) | Attack Mining Squadron | 1956-1959 |

U.S. NAVY SQUADRON DESIGNATIONS AND ABBREVIATIONS—Continued

| <i>Acronym</i> | <i>Full Squadron Designation</i> | <i>General time-frame in use</i> |
|----------------|---|-------------------------------------|
| VAK | Tactical Aerial Refueling Squadron | 1979-1989 |
| VAL or VA(L) | Light Attack Squadron | 1969-1972 |
| VAP or VA(P) | Heavy Photographic Reconnaissance Squadron or Photographic Reconnaissance Squadron (Heavy) or Heavy Photographic Squadron | 1956-1971 |
| VAQ | Carrier Tactical Electronics Warfare Squadron or Tactical Electronics Warfare Squadron | 1968-present |
| VAW | Carrier Airborne Early Warning Squadron | 1948 1956-present |
| VAW | Carrier Tactical Electronics Warfare Squadron | 1968 |
| VB | Bombing Squadron or Light Bombing Plane Squadron | 1928-1946 |
| VBF | Bombing Fighting Squadron | 1945-1946 |
| VC | Composite Squadron | 1943-1945 1948-1956 |
| VC | Fleet Composite Squadron | 1965-present |
| VCN | Night Composite Squadron | 1946-1948 |
| VCP | Photographic Composite Squadron | 1959-1961 |
| VCS | Cruiser Scouting Squadron | 1937-1945 |
| VD | Photographic Squadron | 1943-1946 |
| VE | Evacuation Squadron | 1944-1945 |
| VF | Combat Squadron | 1922 |
| VF | Fighting Plane Squadron or Fighting Squadron | 1922-1948 |
| VF | Fighter Squadron | 1948-present |
| VFA | Fighter Attack Squadron | 1980-1983 |
| VFA | Strike Fighter Squadron | 1983-present |
| VF(AW) | All-Weather Fighter Squadron or Fighter (All-Weather) Squadron | 1956-1963 |
| VFN or VF(N) | Night Fighting Squadron | 1944-1946 |
| VFP or VF(P) | Light Photographic Reconnaissance Squadron or Photographic Reconnaissance Squadron or Photographic Reconnaissance Squadron (Light) or Light Photographic Squadron | 1956-1987 |
| VGF | Escort-Fighter Squadron | 1942-1943 |
| VGS | Escort-Scouting Squadron | 1942-1943 |
| VH | Rescue Squadron | 1944-1946 |
| VJ | Utility Squadron or General Utility Squadron | 1925-1946 |
| VJ | Weather Squadron or Weather Reconnaissance Squadron | 1952-1953 |
| VJ | Photographic Squadron | 1952-1956 |
| VK | Special Air Task Force Squadron (STAGRON) | 1943-1944 |
| VN | Training Squadron | 1927-1947 |
| VO | Spotting Squadron | 1922 |
| VO | Observation Plane Squadron or Observation Squadron | 1923-1945 1947-1949 1967-1968 |
| VOC | Composite Spotting Squadron | 1944-1945 |
| VOF | Observation Fighter Squadron | 1942-1945 |
| VP | Seaplane Patrol Squadron | 1922 |
| VP | Patrol Squadron | 1924-1944 1946 1948-present |
| VP-AM | Amphibian Patrol Squadron | 1946-1948 |

U.S. NAVY SQUADRON DESIGNATIONS AND ABBREVIATIONS—Continued

| <i>Acronym</i> | <i>Full Squadron Designation</i> | <i>General time-frame in use</i> |
|----------------|---|----------------------------------|
| VPB | Patrol Bombing Squadron | 1944-1946 |
| VP-HL | Heavy Patrol Squadron (landplane) | 1946-1948 |
| VPM | Meteorological Squadron | 1946-1947 |
| VP-ML | Medium Patrol Squadron (landplane) | 1946-1948 |
| VP-MS | Medium Patrol Squadron (seaplane) | 1946-1948 |
| VPP or VP(P) | Photographic Squadron or Patrol Squadron (photographic) | 1946-1948 |
| VPU | Patrol Squadron Special Unit | 1982-present |
| VPW | Weather Reconnaissance Squadron | 1945-1948 |
| VPW | Air Early Warning Squadron | 1948 |
| VQ | Electronic Countermeasures Squadron | 1955-1960 |
| VQ | Fleet Air Reconnaissance Squadron | 1961-present |
| VR | Transport Squadron or Air Transport Squadron or Fleet Logistic Air Squadron | 1942-1958 |
| VR | Fleet Tactical Support Squadron | 1958-1976 |
| VR | Fleet Logistics Support Squadron | 1976-present |
| VRC or VR(C) | Fleet Tactical Support Squadron | 1960-1976 |
| VRC | Fleet Logistics Support Squadron | 1976-present |
| VRE | Air Transport Evacuation Squadron | 1945 |
| VRF | Transport Ferry and Service Squadron | 1943-1946 |
| VRF | Air Ferry Transport Squadron or Air Ferry Squadron | 1943-1948 |
| VRF or VR(F) | Aircraft Ferry Squadron | 1957-1986 |
| VRJ | Utility Transport Squadron | 1945-1946 |
| VRS | Air Ferry Service Squadron or Ferry Command Service Squadron | 1943-1946 |
| VRU | Transport Utility Squadron | 1946-1948 |
| VS | Scouting Plane Squadron or Scouting Squadron | 1922-1946 |
| VS | Anti-Submarine Squadron or Air Anti-Submarine Squadron or Carrier Air Anti-Submarine Squadron | 1950-1993 |
| VS | Sea Control Squadron | 1993-present |
| VSF | Anti-Submarine Fighter Squadron | 1965-1973 |
| VT | Torpedo & Bombing Plane Squadron or Torpedo & Bombing Squadron | 1922-1930 |
| VT | Torpedo Plane Squadron | 1921 |
| VT | Torpedo Squadron | 1930-1946 |
| VT | Training Squadron | 1960-present |
| VTN | Night Torpedo Squadron | 1944-1946 |
| VU | Utility Squadron | 1946-1965 |
| VW | Air Early Warning Squadron or Airborne Early Warning Squadron or Fleet Early Warning Squadron | 1952-1971 |
| VW | Weather Reconnaissance Squadron or Fleet Weather Reconnaissance Squadron | 1967-1975 |
| VX | Experimental Squadron | 1927-circa 1943 |
| VX | Experimental and Development Squadron or Operational Development Squadron or Air Operational Development Squadron or Air Development Squadron | 1946-1968 |
| VX | Air Test and Evaluation Squadron | 1969-present |
| VXE | Antarctic Development Squadron | 1969-present |
| VXN | Oceanographic Development Squadron | 1969-1993 |
| ZJ | Blimp Utility Squadron | 1944-1945 |
| ZK | Kite Balloon Squadron | 1922-1924 |
| ZKN | Kite Balloon Training Squadron | * |
| ZKO | Kite Balloon Observation Squadron | * |
| ZNN | Non-rigid Airship Training Squadron | * |

**U.S. NAVY SQUADRON DESIGNATIONS AND
ABBREVIATIONS—Continued**

| <i>Acronym</i> | <i>Full Squadron Designation</i> | <i>General time- frame in use</i> |
|----------------|---|---------------------------------------|
| ZNO | Non-rigid Airship Observation Squadron | * |
| ZNP | Non-rigid Airship Patrol Squadron | * |
| ZNS | Non-rigid Airship Scouting Squadron | * |
| ZP | Airship Patrol Squadron | 1942-1961 |
| ZP | Blimp Squadron | 1942-1961 |
| ZP | Airship Patrol Squadron (All-Weather Anti-Submarine) or Airship Squadron or LTA Patrol Squadron | 1942-1961 |
| ZRN | Rigid Airship Training Squadron | * |
| ZRP | Rigid Airship Patrol Squadron | * |

**U.S. NAVY SQUADRON DESIGNATIONS AND
ABBREVIATIONS—Continued**

| <i>Acronym</i> | <i>Full Squadron Designation</i> | <i>General time- frame in use</i> |
|----------------|--|---------------------------------------|
| ZRP | Rigid Airship Patrol Squadron | * |
| ZRS | Rigid Airship Scouting Squadron | * |
| ZS | Airship Anti-Submarine Squadron | * |
| ZW | Airship Early Warning Squadron | 1956-1961 |
| ZX | Airship Operational Development Squadron or Airship Development Squadron | 1950-1957 |

* These squadron designations were developed, however, the Navy never established any squadrons using the designations.

How to Trace Squadron Lineage

THE LINEAGE AND HISTORY of U.S. naval aviation squadrons has been a source of confusion since the birth of naval aviation in 1911. Much of this confusion arose from the terminology used by the Navy, the lack of a consistent policy in selecting the alphanumeric designations for squadrons; constantly reusing the same letter and numeric designations; and the many establishments, redesignations and disestablishments of aviation squadrons.

When dealing with a squadron's lineage, the only correct terms to use are establishment, disestablishment and redesignation. The terms commissioning and establishment have been used interchangeably for years and that is incorrect. Only ships are commissioned, decommissioned and receive commissioning pennants. Squadrons have establishment and disestablishment ceremonies.

A unit's history and lineage begins when it is established and ends at the time it is disestablished. Determining a squadron's "family tree" may seem cut and dried, but that is not the case. A squadron may undergo numerous redesignations during the period between its establishment and disestablishment. A newly established squadron bearing the same designation of a unit that had previously existed may carry on the traditions of the old organization but it cannot claim the history or lineage of the previous unit. The same is true of U. S. Navy ships and, thus, the rationale for such a policy becomes apparent. For example, *Ranger* (CV 61) is the seventh ship to bear the name *Ranger* and may carry on the traditions of the previous six ships. *Ranger* (CV 61) is obviously not the same Continental Navy Ship *Ranger* commanded by Captain John Paul Jones during the War of Independence. The history of *Ranger* (CV 61) begins with its commissioning date, not with the commissioning date of the first *Ranger*.

The most recent squadron with the designation Fighter Squadron One (VF-1) was established 1 October 1972 and disestablished 1 October 1993. It was the seventh squadron in the Navy to be designated VF-1. This squadron is not the same VF-1 that used the designation for the first time in 1922. Designations, like ship's names, are reused again and again. If there is a break in the active status of a unit designation as a result of a disestablishment, then there is no connection between the units bearing the same designation.

Another common problem area involves squadron

insignia. The lineage or history of a squadron cannot be traced using only its insignia, because the same insignia may have been adopted and approved for official use by more than one squadron during different time frames. The insignia of a disestablished squadron may be officially approved for use by another squadron but this does not confer upon the new squadron the right to the previous unit's history and lineage. The following outline of the Jolly Roger insignia is an example of the confusion that results if one attempts to trace the lineage and history of a squadron insignia without considering other factors.

VF-17 was established on 1 January 1943, and during World War II it produced an outstanding record as a fighter squadron. The Jolly Roger insignia for VF-17 was adopted during World War II. On 15 November 1946, all Navy squadrons were redesignated and VF-17 became VF-5B. Subsequently, it was redesignated VF-61 on 28 April 1948, and then disestablished on 15 April 1959. Commander Hoppe was the Commanding Officer of VF-61 when it was disestablished. The Jolly Roger insignia had been used by VF-17/VF-5B/VF-61 from 1943 until 15 April 1959.

On 2 July 1955, VA-86 was established and on the same day was redesignated VF-84. This squadron was equipped with the FJ Fury and adopted the nickname Vagabonds. An insignia consisting of a lightning bolt striking the world in the area of Norfolk, with a sword behind the bolt, was approved on 27 September 1955. The squadron operated under this name and insignia until it replaced the FJs with F8U Crusaders in 1959. Commander Hoppe assumed command of VF-84 two days after the disestablishment of VF-61, the Jolly Roger squadron. He initiated the request to have VF-84 adopt the old Jolly Roger insignia, which had been used by VF-61 and was no longer active. This request was approved by CNO on 1 April 1960. There is no direct connection between the former Jolly Roger squadron (VF-17/VF-5B/VF-61) and VF-84, which adopted the Jolly Roger insignia. To further complicate a review of the records, there have been other squadrons with the designation VF-84. During World War II, a VF-84 was established on 1 May 1944, and disestablished 8 October 1945. Naval air reserve squadron VF-921 was called to active duty 1 February 1951, and was redesignated VF-84 on 4 February 1954. This squadron then became VA-86 on 2 July 1955. This occurred on the same day, the current Jolly Roger

squadron was established as VA-86 and immediately redesignated VF-84. Neither of these two VF-84 squadrons had any connection with the original Jolly Rogers. Thus, the present VF-84 operating with the insignia and title of Jolly Rogers can lay claim to the traditions of VF-17, VF-5B and VF-61, if it wishes to do so, but can only claim a history which commenced on 2 July 1955, and it is not a direct descendant of the original Jolly Rogers squadron.

A squadron's history and lineage covers only the period during which a unit is officially declared active (established by CNO), has personnel assigned to it, and is listed in the Naval Aeronautical Organization. When a squadron is disestablished, its history and lineage ends. If a squadron is redesignated while it is active, the lineage and history of the unit is carried on by the newly redesignated squadron. The following is an example of what occurs when a squadron is redesignated and its lineage and history remain unbroken.

The current VFA-25 was originally established as Torpedo Squadron 17 (VT-17) on 1 January 1943. On 15 November 1946, VT-17 was redesignated VA-6B and carried this designation until 27 April 1948, when it was redesignated VA-65. On 1 July 1959, VA-65 was redesignated VA-25 and the unit remained Attack

Squadron 25 until it was redesignated VFA-25 on 1 July 1983. The history and lineage of the present VFA-25 may be traced to 1 January 1943, because there was no break in active duty status of the squadron, even though its designation changed four times.

The current VFA-106 provides an example of what happens when a squadron is disestablished and then, years later, the same number is used again. This squadron was established at NAS Cecil Field on 27 April 1984. VFA-106 adopted the old insignia of VA-106 and had it officially approved. The squadron may carry on the traditions of the old VA-106, but it cannot trace its lineage and history back to VA-106. The list of commanding officers for VA-106 is not part of the list of commanding officers for VFA-106. The history of VA-106 came to an end on 7 November 1969, when it was disestablished and its personnel were transferred to other duty stations. At this time, VA-106 was removed from the active list in the Naval Aeronautical Organization.

Appendix 6 in this book will provide the lineage listing for all squadrons that have been assigned the VA, VA(AW), VAH, VA(HM), VAK, VAL, VAP, and VFA designations.

APPENDIX 6

Lineage Listing for VA, VA(AW), VAH, VA(HM), VAK, VAL, VAP, and VFA Designated Squadrons

THE FOLLOWING LINEAGE LIST of squadrons will identify every VA, VA(AW), VAH, VA(HM), VAK, VAL, VAP and VFA designated squadron the Navy has had in existence, with the exception of Reserve squadrons prior to 1970. If a squadron was assigned another unit designation other than the designation series listed above, then information giving a cross reference to a different designation series will be provided, such as "See VF-45's history records." As an example, the lineage for the third squadron assigned the VA-45 designation is as follows:

Established as VA-45 on 24 May 1955
VA-45 redesignated VF-45 on 7 February 1985
(See VF-45 history records)

Squadron histories in this book will cover only those units that are still assigned the VA or VFA designations or were disestablished when they were assigned the VA, VAH, VAK, VAL, VAP or VFA designations. Consequently, the squadron history for the third VA-45 squadron is not in this book because the history of the squadron belongs with the current VF-45 squadron. The squadron history for VF-45 will be written and placed in a future volume dealing with the Fighter Squadrons.

The year 1990 was arbitrarily selected as the cutoff date for concluding the active squadron histories. Squadron histories were extended beyond the 1990 date if a squadron was disestablished or redesignated prior to the book's going to press.

The aircraft listing in Appendix 7 identifies the types of planes used by the squadrons listed below. The individual aircraft assignment for each squadron is listed in the squadron's history.

Attack Squadrons (VA)

| <i>Squadron Designation</i> | <i>Lineage</i> | <i>Action Date</i> |
|-----------------------------|-----------------------|--------------------|
| VA-1A | (See VA-14) | |
| VA-1B | (See VA-24) | |
| VA-1E | Est. as VT-41 | 26 Mar 1946 |
| | VT-41 redesign. VA-1E | 15 Nov 1946 |
| | VA-1E disest. | 01 Sep 1948 |
| VA-1L | Est. as VT-58 | 19 Mar 1946 |

Attack Squadrons (VA)—Continued

| <i>Squadron Designation</i> | <i>Lineage</i> | <i>Action Date</i> |
|-----------------------------|--|--------------------|
| | VT-58 redesign. VA-1L | 15 Nov 1946 |
| | VA-1L disest. | 20 Nov 1948 |
| VA-2A | (See 1st VA-15) | |
| VA-2B | (See 2nd VA-65) | |
| VA-2E | Est. as VT-42 | 19 Jul 1945 |
| | VT-42 redesign. VA-2E | 15 Nov 1946 |
| | VA-2E redesign. VC-22 | 01 Sep 1948 |
| | VC-22 redesign. VS-22 | 20 Apr 1950 |
| | VS-22 disest. | 01 Jun 1956 |
| | (See VS-22 history records) | |
| VA-3A | (See 2nd VA-35) | |
| VA-3B | (See 1st VA-44) | |
| VA-3E | Est. as VA-3E | 21 Apr 1947 |
| | VA-3E redesign. VC-23 | 01 Sep 1948 |
| | VC-23 redesign. VS-23 | 23 Apr 1950 |
| | VS-23 disest. | 27 Sep 1968 |
| | (See VS-23 history records) | |
| VA-4A | (See 1st VA-35) | |
| VA-4B | (See 1st VA-45) | |
| VA-5A | (See 1st VA-54) | |
| VA-5B | (See 1st VA-64) | |
| VA-6A | (See 1st VA-55) | |
| VA-6B | (See VFA-25) | |
| VA-7A | (See 2nd VA-75) | |
| VA-8A | (See 1st VA-75) | |
| VA-9A | (See 1st VA-94) | |
| VA-10A | (See 1st VA-95) | |
| VA-11A | (See VA-114) | |
| VA-12 | Est. as VBF-4 | 12 May 1945 |
| | VBF-4 redesign. VF-2A | 15 Nov 1946 |
| | VF-2A redesign. VF-12 | 02 Aug 1948 |
| | VF-12 redesign. VA-12 | 01 Aug 1955 |
| | VA-12 disest. | 01 Oct 1986 |
| VA-12A | (See VA-115) | |
| VA-13A | (See 2nd VA-174) | |
| VA-14 | Est. as Air detachment, Pacific Fleet | Sep 1919 |
| | Became VT-5, an element of Air detachment, Pacific Fleet | 15 Jun 1920 |
| | VT-5 redesign. VP-4-1 | 07 Sep 1921 |
| | VP-4-1 redesign. VF-4 | 23 Sep 1921 |
| | VF-4 redesign. VF-1 | 01 Jul 1922 |
| | VF-1 redesign. VF-1B | 01 Jul 1927 |
| | VF-1B redesign. VB-2B | 01 Jul 1934 |
| | VB-2B redesign. VB 3 | 01 Jul 1937 |
| | VB-3 redesign. VB-4 | 01 Jul 1939 |
| | VB-4 redesign. VS-41 | 15 Mar 1941 |

Attack Squadrons (VA)—Continued

| <i>Squadron Designation</i> | <i>Lineage</i> | <i>Action Date</i> |
|---------------------------------|------------------------------------|------------------------|
| | VS-41 redesign. VB-41 | 01 Mar 1943 |
| | VB-41 redesign. VB-4 | 04 Aug 1943 |
| | VB-4 redesign. VA-1A | 15 Nov 1946 |
| | VA-1A redesign. VA-14 | 02 Aug 1948 |
| | VA-14 redesign. VF-14 | 15 Dec 1949 |
| | (See VF-14 history records) | |
| VA-14A | (See 1st VA-135) | |
| (1st) VA-15 | Est. as VT-4 | 10 Jan 1942 |
| | VT-4 redesign. VA-2A | 15 Nov 1946 |
| | VA-2A redesign. VA-15 | 02 Aug 1948 |
| | VA-15 disest. | 01 Jun 1969 |
| (2nd) VA-15 | (See VFA-15) | |
| VA-15A | (See VA-154) | |
| VA-16 | Est. as VA-16 | 01 Jun 1955 |
| | VA-16 disest. | 01 Mar 1958 |
| VA-16A | (See 1st VA-155) | |
| VA-17A | (See 1st VA-174) | |
| VA-18A | (See VA-175) | |
| VA-19A | (See VA-194) | |
| VA-20A | (See VFA-195) | |
| VA-21A | Est. as VB-98 | 28 Aug 1944 |
| | VB-98 redesign. VA-21A | 15 Nov 1946 |
| | VA-21A disest. | 05 Aug 1947 |
| VA-22 | (See VFA-22) | |
| VA-22A | Est. as VT-98 | 28 Aug 1944 |
| | VT-98 redesign. VA-22A | 15 Nov 1946 |
| | VA-22A disest. | 05 Aug 1947 |
| VA-23 | Called to Active duty as VF-653 | 01 Feb 1951 |
| | VF-653 redesign. VF-151 | 04 Feb 1953 |
| | VF-151 redesign. VA-151 | 07 Feb 1956 |
| | VA-151 redesign. VA-23 | 23 Feb 1959 |
| | VA-23 disest. | 01 Apr 1970 |
| VA-24 | Est. as VB-74 | 01 May 1945 |
| | VB-74 redesign. VA-1B | 15 Nov 1946 |
| | VA-1B redesign. VA-24 | 01 Sep 1948 |
| | VA-24 redesign. VF-24 | 01 Dec 1949 |
| | VF-24 redesign. VF-211 | 09 Mar 1959 |
| | (See VF-211 history records) | |
| (1st) VA-25 | (See 2nd VA-65 lineage) | |
| (2nd) VA-25 | (See VFA-25) | |
| VA-26 | (See 2nd VA-125) | |
| VA-27 | (See VFA-27) | |
| VA(AW)-33 | Est. as VC-33 | 31 May 1949 |
| | VC-33 redesign. VA(AW)-33 | 02 Jul 1956 |
| | VA(AW)-33 redesign. VAW-33 | 30 Jan 1959 |
| | VAW-33 redesign. VAQ-33 | 01 Feb 1968 |
| | (See VAQ-33 history records) | |
| (1st) VA-34 | (See 2nd VA-35 lineage) | |
| (2nd) VA-34 | Est. as VF-20 | 15 Oct 1943 |
| | VF-20 redesign. VF-9A | 15 Nov 1946 |
| | VF-9A redesign. VF-91 | 12 Aug 1948 |
| | VF-91 redesign. VF-34 | 15 Feb 1950 |
| | VF-34 redesign. VA-34 | 01 Jul 1955 |
| | VA-34 disest. | 01 Jun 1969 |
| (3rd) VA-34 | Est. | 01 Jan 1970 |
| (1st) VA-35 | Est. as VT-2 | 1925 |

Attack Squadrons (VA)—Continued

| <i>Squadron Designation</i> | <i>Lineage</i> | <i>Action Date</i> |
|---------------------------------|--|------------------------|
| | VT-2 redesign. VT-2B | 01 Jul 1927 |
| | VT-2B redesign. VT-3 | 01 Jul 1937 |
| | VT-3 redesign. VA-4A | 15 Nov 1946 |
| | VA-4A redesign. VA-35 | 07 Aug 1948 |
| | VA-35 disest. | 07 Nov 1949 |
| (2nd) VA-35 | Est. as VB-3B | 01 Jul 1934 |
| | VB-3B redesign. VB-4 | 01 Jul 1937 |
| | VB-4 redesign. VB-3 | 01 Jul 1939 |
| | VB-3 redesign. VA-3A | 15 Nov 1946 |
| | VA-3A redesign. VA-34 | 07 Aug 1948 |
| | VA-34 redesign. VA-35 | 15 Feb 1950 |
| VA(AW)-35 | (See VA-122) | |
| (1st) VA-36 | Est. as VF-102 | 01 May 1952 |
| | VF-102 redesign. VA-36 | 01 Jul 1955 |
| | VA-36 disest. | 01 Aug 1970 |
| (2nd) VA-36 | Est. as VA-36 | 06 Mar 1987 |
| | VA-36 disest. | 01 Apr 1994 |
| VA-37 | (See VFA-37) | |
| VA-38 | Est. as VA-38 | 01 Mar 1967 |
| | VA-38 disest. | 01 Oct 1968 |
| VA-42 | Est. as VF-42 | 01 Sep 1950 |
| | VF-42 redesign. VA-42 | 01 Nov 1953 |
| | VA-42 disest. | 30 Sep 1994 |
| VA-43 | Est. as VF-74A | 01 May 1945 |
| | VF-74A redesign. VF-74 | 01 Aug 1945 |
| | VF-74 redesign. VF-1B | 5 Nov 1946 |
| | VF-1B redesign. VF-21 | 01 Sep 1948 |
| | VF-21 redesign. VA-43 | 01 Jul 1959 |
| | VA-43 redesign. VF-43 | 01 Jun 1973 |
| | (See VF-43 history records) | |
| (1st) VA-44 | Est. as VB-75 | 01 Jun 1945 |
| | VB-75 redesign. VA-3B | 15 Nov 1946 |
| | VA-3B redesign. VA-44 | 01 Sep 1948 |
| | VA-44 disest. (believe to be | 8 Jun 1950) |
| (2nd) VA-44 | Est. as VF-44 | 01 Sep 1950 |
| | VF-44 redesign. VA-44 | 01 Jan 1956 |
| | VA-44 disest. | 01 May 1970 |
| (1st) VA-45 | Est. as VT-75 | 01 Jun 1945 |
| | VT-75 redesign. VA-4B | 15 Nov 1946 |
| | VA-4B redesign. VA-45 | 01 Sep 1948 |
| | VA-45 disest. | 08 Jun 1950 |
| (2nd) VA-45 | Est. as VA-45 | 01 Sep 1950 |
| | VA-45 disest. | 01 Mar 1958 |
| (3rd) VA-45 | Est. as VA-45 | 15 Feb 1963 |
| | VA-45 redesign. VF-45 | 07 Feb 1985 |
| | (See VF-45 history records) | |
| VA-46 | Est. as VA-46 | 24 May 1955 |
| | VA-46 disest. | 30 Jun 1991 |
| VA-52 | Reserve sqd. VF-884 called to active duty | 20 Jul 1950 |
| | VF-884 redesign. VF-144 | 04 Feb 1953 |
| | VF-144 redesign. VA-52 | 23 Feb 1959 |
| (1st) VA-54 | Est. as VS-2B | 03 Jul 1928 |
| | VS-2B redesign. VS-3 | 01 Jul 1937 |
| | VS-3 redesign. VB-4 | 01 Mar 1943 |
| | VB-4 redesign. VB-5 | 15 Jul 1943 |
| | VB-5 redesign. VA-5A | 15 Nov 1946 |
| | VA-5A redesign. VA-54 | 16 Aug 1948 |

Attack Squadrons (VA)—Continued

| <i>Squadron Designation</i> | <i>Lineage</i> | <i>Action Date</i> |
|-----------------------------|--|--------------------|
| | VA-54 disest. | 01 Dec 1949 |
| (2nd) VA-54 | Est. as VBF-153 | 26 Mar 1945 |
| | VBF-153 redesign. VF-16A | 15 Nov 1946 |
| | VF-16A redesign. VF-152 | 15 Jul 1948 |
| | VF-152 redesign. VF-54 | 15 Feb 1950 |
| | VF-54 redesign. VA-54 | 15 Jun 1956 |
| (1st) VA-55 | VA-54 disest. | 01 Apr 1958 |
| | Est. as VT-5 | 15 Feb 1943 |
| | VT-5 redesign. VA-6A | 15 Nov 1946 |
| | VA-6A redesign. VA-55 | 16 Aug 1948 |
| | VA-55 disest. | 12 Dec 1975 |
| (2nd) VA-55 | Est. as VA-55 | 07 Oct 1983 |
| | VA-55 disest. | 01 Jan 1991 |
| VA-56 | Est. as VA-56 | 04 Jun 1956 |
| | VA-56 disest. | 31 Aug 1986 |
| VA-63 | (See VFA-22) | |
| (1st) VA-64 | Est. as VB-17 | 01 Jan 1943 |
| | VB-17 redesign. VA-5B | 15 Nov 1946 |
| | VA-5B redesign. VA-64 | 27 Jul 1948 |
| | VA-64 redesign. VC-24 | 08 Apr 1949 |
| | VC-24 redesign. VS-24 | 20 Apr 1950 |
| | VS-24 disest. | 01 Jun 1956 |
| | (See VS-24 history records) | |
| (2nd) VA-64 | Est. as VA-64 | 01 Jul 1961 |
| | VA-64 disest. | 07 Nov 1969 |
| (1st) VA-65 | (See VFA-25) | |
| (2nd) VA-65 | Est. as VT-74 | 01 May 1945 |
| | VT-74 redesign. VA-2B | 15 Nov 1946 |
| | VA-2B redesign. VA-25 | 01 Sep 1948 |
| | VA-25 redesign. VA-65 | 01 Jul 1959 |
| | VA-65 disest. | 31 Mar 1993 |
| (1st) VA-66 | (See VFA-81) | |
| (2nd) VA-66 | Reserve sqd. VF-671 called to active duty | 01 Feb 1951 |
| | VF-671 redesign. VF-81 | 04 Feb 1953 |
| | VF-81 redesign. VA-66 | 01 Jul 1955 |
| | VA-66 disest. | 01 Oct 1986 |
| | Note: VA-66 Det continued in existence until | 31 Mar 1987 |
| VA-67 | (See VFA-15) | |
| VA 72 | Est. as VBF-18 | 25 Jan 1945 |
| | VBF-18 redesign. VF-8A | 15 Nov 1946 |
| | VF-8A redesign. VF-72 | 28 Jul 1948 |
| | VF-72 redesign. VA-72 | 03 Jan 1956 |
| | VA-72 disest. | 30 Jun 1991 |
| VA 74 | (See 2nd VA-75) | |
| (1st) VA-75 | Est. as VT-18 | 20 Jul 1943 |
| | VT-18 redesign. VA-8A | 15 Nov 1946 |
| | VA-8A redesign. VA-75 | 27 Jul 1948 |
| | VA-75 disest. | 30 Nov 1949 |
| (2nd) VA-75 | Est. as VB-18 | 20 Jul 1943 |
| | VB-18 redesign. VA-7A | 15 Nov 1946 |
| | VA-7A redesign. VA-74 | 27 Jul 1948 |
| | VA-74 redesign. VA-75 | 15 Feb 1950 |
| VA-76 | Est. as VA-76 | 01 Jun 1955 |
| | VA-76 disest. | 30 Sep 1969 |
| VA-81 | (See VFA-81) | |
| VA-82 | (See VFA-82) | |

Attack Squadrons (VA)—Continued

| <i>Squadron Designation</i> | <i>Lineage</i> | <i>Action Date</i> |
|-----------------------------|--|--------------------|
| VA-83 | (See VFA-83) | |
| VA-84 | Est. as VA-84 | 15 Sep 1948 |
| | VA-84 disest. | 29 Nov 1949 |
| (1st) VA-85 | Est. as VA-85 | 15 Sep 1948 |
| | VA-85 disest. | 29 Nov 1949 |
| (2nd) VA-85 | Reserve sqd. VA-859 called to active duty | 01 Feb 1951 |
| | VA-859 redesign. VA-85 | 04 Feb 1953 |
| | VA-85 disest. | 30 Sep 1994 |
| (1st) VA-86 | Est. as VA-86 | 01 Jul 1955 |
| | VA-86 redesign. VF-84 on the same day it was est. as VA-86 | 01 Jul 1955 |
| | (See VF-84 history records) | |
| (2nd) VA-86 | (See VFA-86) | |
| VA-87 | (See VFA-87) | |
| VA-93 | Est. as VF-93 | 26 Mar 1952 |
| | VF-93 redesign. VA-93 | 15 Sep 1956 |
| | VA-93 disest. | 31 Aug 1986 |
| (1st) VA-94 | Est. as VB-99 | 01 Jul 1943 |
| | VB-99 redesign. VB-20 | 15 Oct 1943 |
| | VB-20 redesign. VA-9A | 15 Nov 1946 |
| | VA-9A redesign. VA-94 | 12 Aug 1948 |
| | VA-94 disest. (believe to be | 30 Nov 1949) |
| (2nd) VA-94 | (See VFA-94) | |
| (1st) VA-95 | Est. as VT-20 | 15 Oct 1943 |
| | VT-20 redesign. VA-10A | 15 Nov 1946 |
| | VA-10A redesign. VA-95 | 12 Aug 1948 |
| | VA-95 disest. | 30 Nov 1949 |
| (2nd) VA-95 | Est. as VA-95 | 26 Mar 1952 |
| | VA-95 disest. | 01 Apr 1970 |
| (3rd) VA-95 | Est. as VA-95 | 01 Apr 1972 |
| VA-96 | Est. as VA-96 | 30 Jun 1956 |
| | VA-96 disest. | 10 Apr 1958 |
| VA-97 | (See VFA-97) | |
| VA-104 | Est. as VF-104 | 01 May 1952 |
| | VF-104 redesign. VA-104 | 04 Dec 1953 |
| | VA-104 disest. | 31 Mar 1959 |
| (1st) VA-105 | Est. as VA-105 | 01 May 1952 |
| | VA-105 disest. | 01 Feb 1959 |
| (2nd) VA-105 | (See VFA-105) | |
| (1st) VA-106 | Est. as VA-106 | 01 Jul 1955 |
| | VA-106 redesign. VF-62 on the same day it was est. as VA-106 | 01 Jul 1955 |
| | (See VF-62 history records) | |
| (2nd) VA-106 | Est. as VBF 17 | 02 Jan 1945 |
| | VBF 17 redesign. VF-6B | 15 Nov 1946 |
| | VF-6B redesign. VF-62 | 28 Jul 1948 |
| | VF-62 redesign. VA-106 | 01 Jul 1955 |
| | VA-106 disest. | 07 Nov 1969 |
| VA-112 | Est. as VBF-11 | 09 Apr 1945 |
| | VBF-11 redesign. VF-12A | 15 Nov 1946 |
| | VF-12A redesign. VF-112 | 15 Jul 1948 |
| | VF-112 redesign. VA-112 | 15 Feb 1959 |
| | VA-112 disest. | 10 Oct 1969 |
| VA-113 | (See VFA-113) | |
| VA-114 | Est. as VB-11 | 10 Oct 1942 |

Attack Squadrons (VA)—Continued

| <i>Squadron Designation</i> | <i>Lineage</i> | <i>Action Date</i> |
|---------------------------------|---|------------------------|
| VA-115 | VB-11 redesign. VA-11A | 15 Nov 1946 |
| | VA-11A redesign. VA-114 | 15 Jul 1948 |
| | VA-114 disest. | 01 Dec 1949 |
| | Est. as VT-11 | 10 Oct 1942 |
| | VT-11 redesign. VA-12A | 15 Nov 1946 |
| VA-116 | VA-12A redesign. VA-115 | 15 Jul 1948 |
| | VA-115 was in an inactive status from Aug 1967 to 1 Jan 1970 (it was not disestablished during this time frame and had a very limited number of personnel assigned to the squadron which was located at NAS Lemoore during the inactive period) | |
| | VA-115 reactivated | 01 Jan 1970 |
| | (See VA-144) | |
| | Est. as VC-35 | 25 May 1950 |
| VA-122 | VC-35 redesign. VA (AW)-35 | 01 Jul 1956 |
| | VA(AW)-35 redesign. VA-122 | 29 Jun 1959 |
| | VA-122 disest. | 31 May 1991 |
| | Called to active duty as VA-923 | 20 Jul 1950 |
| | VA-923 redesign. VA-125 | 04 Feb 1953 |
| (1st) VA-125 | VA-125 disest. | 10 Apr 1958 |
| | Est. as VA-26 | 30 Jun 1956 |
| | VA-26 redesign. VA-125 | 11 Apr 1958 |
| | VA-125 disest. | 01 Oct 1977 |
| | Est. as VA-126 | 06 Apr 1956 |
| (2nd) VA-125 | VA-126 redesign. VF-126 | 15 Oct 1963 |
| | (See VF-126 history records) | |
| | VA-126 | |
| | (See VFA-127) | |
| | Est. as VA-128 | 01 Sep 1967 |
| VA-127 | Est. as VA-133 | 21 Aug 1961 |
| | VA-133 disest. | 01 Oct 1962 |
| | (See 2nd VA-174) | |
| | Est. as VA-134 | 21 Aug 1961 |
| | VA-134 disest. | 01 Oct 1962 |
| (1st) VA-134 | Est. as VT-81 | 01 Mar 1944 |
| | VT-81 redesign. VA-14A | 15 Nov 1946 |
| | VA-14A redesign. VA-135 | 02 Aug 1948 |
| | VA-135 disest. | 30 Nov 1949 |
| | Est. as VA-135 | 21 Aug 1961 |
| (2nd) VA-134 | VA-135 disest. | 01 Oct 1962 |
| | Est. as VA-116 | 01 Dec 1955 |
| | VA-116 redesign. VA-144 | 23 Feb 1959 |
| | VA-144 disest. | 29 Jan 1971 |
| | Reserve sqd. VA-702 called to active duty | 20 Jul 1950 |
| VA-144 | VA-702 redesign. VA-145 | 04 Feb 1953 |
| | VA-145 disest. | 01 Oct 1993 |
| | VA-145 | |
| | (See VFA-146) | |
| | (See VFA-147) | |
| VA-146 | (See VA-23) | |
| | Called to active duty as VF-713 | 01 Feb 1951 |
| | VF-713 redesign. VF-152 | 04 Feb 1953 |
| | | |
| | | |

Attack Squadrons (VA)—Continued

| <i>Squadron Designation</i> | <i>Lineage</i> | <i>Action Date</i> |
|---------------------------------|---------------------------------|------------------------|
| VA-152 | VF 152 redesign. VA-152 | 01 Aug 1958 |
| | VA-152 disest. | 29 Jan 1971 |
| | Called to active duty as VF-831 | 01 Feb 1951 |
| | VF-831 redesign. VF-153 | 04 Feb 1953 |
| | VF-153 redesign. VA-153 | 17 Dec 1956 |
| VA-153 | VA-153 disest. | 30 Sep 1977 |
| | Est. as VB-153 | 26 Mar 1945 |
| | VB-153 redesign. VA-15A | 15 Nov 1946 |
| | VA-15A redesign. VA-154 | 15 Jul 1948 |
| | VA-154 disest. | 01 Dec 1949 |
| (1st) VA-154 | Est. as VT-153 | 26 Mar 1945 |
| | VT-153 redesign. VA-16A | 15 Nov 1946 |
| | VA-16A redesign. VA-155 | 15 Jul 1948 |
| | VA-155 disest. | 30 Nov 1949 |
| | Called to active duty as VA-728 | 01 Feb 1951 |
| (2nd) VA-155 | VA-728 redesign. VA-155 | 04 Feb 1953 |
| | VA-155 disest. | 30 Sep 1977 |
| | Est. as VA-155 | 01 Sep 1987 |
| | VA-155 disest. | 30 Apr 1993 |
| | Est. as VA-156 | 04 Jun 1956 |
| (3rd) VA-155 | VA-156 redesign. VF-111 | 20 Jan 1959 |
| | VF-111 redesign. VF-26 | 01 Sep 1964 |
| | VF-26 redesign. VF-111 | 17 Sep 1964 |
| | (See VF-111 history records) | |
| | Est. as VA-163 | 01 Sep 1960 |
| VA-156 | VA-163 disest. | 01 Jul 1971 |
| | Est. as VA-164 | 01 Sep 1960 |
| | VA-164 disest. | 02 Dec 1975 |
| | Est. as VA-165 | 01 Sep 1960 |
| | Est. as VBF-82 | 20 Aug 1945 |
| VA-163 | VBF-82 redesign. VF-18A | 15 Nov 1946 |
| | VF-18A redesign. VF-172 | 11 Aug 1948 |
| | VF-172 redesign. VA-172 | 01 Nov 1955 |
| | VA-172 disest. | 15 Jan 1971 |
| | Est. as VB-82 | 01 Apr 1944 |
| (1st) VA-164 | VB-82 redesign. VA-17A | 15 Nov 1946 |
| | VA-17A redesign. VA-174 | 11 Aug 1948 |
| | VA-174 disest. | 25 Jan 1950 |
| | Est. as VB-81 | 01 Mar 1944 |
| | VB-81 redesign. VA-13A | 15 Nov 1946 |
| (2nd) VA-164 | VA-13A redesign. VA-134 | 02 Aug 1948 |
| | VA-134 redesign. VF-174 | 15 Feb 1950 |
| | VF-174 redesign. VA-174 | 01 Jul 1966 |
| | VA-174 disest. | 30 Jun 1988 |
| | Est. as VT-82 | 01 Apr 1944 |
| VA-172 | VT-82 redesign. VA-18A | 15 Nov 1946 |
| | VA-18A redesign. VA-175 | 11 Aug 1948 |
| | VA-175 disest. | 15 Mar 1958 |
| | Est. as VA-176 | 01 Jun 1955 |
| | VA-176 disest. | 01 Oct 1992 |
| VA-174 | Est. as VA-185 | 01 Dec 1986 |
| | VA-185 disest. | 30 Aug 1991 |
| | (See VFA-192) | |
| | Est. as VB-19 | 15 Aug 1943 |
| | VB-19 redesign. VA-19A | 15 Nov 1946 |
| VA-175 | VA-19A redesign. VA-19A | 24 Aug 1948 |
| | | |
| | | |
| | | |
| | | |

Attack Squadrons (VA)—Continued

| <i>Squadron Designation</i> | <i>Lineage</i> | <i>Action Date</i> |
|-----------------------------|--|--------------------|
| | VA-194 disest. | 01 Dec 1949 |
| VA-195 | (See VFA-195) | |
| VA-196 | Est. as VF-153 | 15 Jul 1948 |
| | VF-153 redesign. VF-194 | 15 Feb 1950 |
| | VF-194 redesign. VA-196 | 04 May 1955 |
| VA-203 | (See VFA-203) | |
| VA-204 | (See VFA-204) | |
| VA-205 | Est as VA-205 | 01 Jul 1970 |
| | VA-205 disest. | 31 Dec 1994 |
| VA-209 | Est. as VA-209 | 01 Jul 1970 |
| | VA-209 disest. | 15 Aug 1971 |
| VA-210 | Est. as VA-210 | 01 Jul 1970 |
| | VA-210 disest. | 30 Jun 1971 |
| VA-212 | Est. as VF-212 | 20 Jun 1955 |
| | VF-212 redesign. VA-212 | 01 Apr 1956 |
| | VA-212 disest. | 12 Dec 1975 |
| VA-213 | Est. as VA-213 | 15 Sep 1948 |
| | VA-213 disest. (believed to be Jun 1949) | |
| (1st) VA-214 | Est. as VA-214 | 15 Sep 1948 |
| | VA-214 disest. | 16 May 1949 |
| (2nd) VA-214 | Est. as VF-214 | 30 Mar 1955 |
| | VF-214 redesign. VA-214 | 11 Oct 1956 |
| | VA-214 disest. | 01 Aug 1958 |
| (1st) VA-215 | Est. as VA-215 | 15 Jun 1955 |
| | VA-215 disest. | 31 Aug 1967 |
| (2nd) VA-215 | Est. as VA-215 | 01 Mar 1968 |
| | VA-215 disest. | 30 Sep 1977 |
| VA-216 | Est. as VA-216 | 28 Mar 1955 |
| | VA-216 disest. | 01 Aug 1970 |
| VA-303 | (See VFA-303) | |
| VA-304 | Est. as VA-304 | 01 Jul 1970 |
| | VA-304 disest. | 31 Dec 1994 |
| VA-305 | (See VFA-305) | |
| VA-702 | (See VA-145) | |
| VA-728 | (See 2nd VA-155) | |
| VA-776 | Reserve sqd. VA-776 | |
| | activated | Feb 1968 |
| | VA-776 returned to reserve status | 01 Nov 1968 |
| VA-831 | Reserve sqd. VA-831 | |
| | activated | Feb 1968 |
| | VA-831 returned to reserve status | 01 Nov 1968 |
| VA-859 | (See 2nd VA-85) | |
| VA-873 | Reserve sqd. VA-873 | |
| | activated | Feb 1968 |
| | VA-873 returned to reserve status | 01 Nov 1968 |
| VA-923 | (See 1st VA-125) | |

Attack Squadron (All Weather) (VA(AW))

| <i>Squadron Designation</i> | <i>Lineage</i> | <i>Action Date</i> |
|-----------------------------|------------------------------|--------------------|
| VA(AW)-33 | Est. as VC-33 | 31 May 1949 |
| | VC-33 redesign. VA(AW)-33 | 02 Jul 1956 |
| | VA(AW)-33 redesign. VAW-33 | 30 Jan 1959 |
| | VAW-33 redesign. VAQ-33 | 01 Feb 1968 |
| | (See VAQ-33 history records) | |
| VA(AW)-35 | (See VA-122) | |

Heavy Attack Squadrons (VAH)

| <i>Squadron Designation</i> | <i>Lineage</i> | <i>Action Date</i> |
|-----------------------------|--|--------------------|
| VAH-1 | Est. as VAH-1 | 01 Nov 1955 |
| | (Nucleus of VAH-1 formed from VP-3 which was disest.) | |
| | VAH-1 redesign. RVAH-1 | 01 Sep 1964 |
| | RVAH-1 disest. | 29 Jan 1979 |
| | (See RVAH-1 history records) | |
| VAH-2 | Est. as VAH-2 | 01 Nov 1955 |
| | (Nucleus of VAH-2 formed from VP-29 which was disest.) | |
| | VAH-2 redesign. VAQ-132 | 01 Nov 1968 |
| | (See VAQ-132 history records) | |
| VAH-3 | Est. as VAH-3 | 15 Jun 1956 |
| | (Nucleus of VAH-3 formed from VP-34 which was disest.) | |
| | VAH-3 redesign. RVAH-3 | 01 Jul 1964 |
| | RVAH-3 disest. | 17 Aug 1979 |
| | (See RVAH-3 history records) | |
| VAH-4 | Called to active duty as VP-931 | 02 Sep 1950 |
| | VP-931 redesign. VP-57 | 04 Feb 1953 |
| | VP-57 redesign. VAH-4 | 03 Jul 1956 |
| | VAH-4 redesign. VAQ-131 | 01 Nov 1968 |
| | (See VAQ-131 history records) | |
| VAH-5 | Est. as VC-5 | 09 Sep 1948 |
| | VC-5 redesign. VAH-5 | 01 Nov 1955 |
| | VAH-5 redesign. RVAH-5 | May 1956 |
| | RVAH-5 disest. | 30 Sep 1977 |
| | (See RVAH-5 history records) | |
| VAH-6 | Est. as VC-6 | 06 Jan 1950 |
| | VC-6 redesign. VAH-6 | 01 Jul 1956 |
| | VAH-6 redesign. RVAH-6 | 23 Sep 1965 |
| | RVAH-6 disest. | 20 Oct 1978 |
| | (See RVAH-6 history records) | |
| VAH-7 | Est. as VC-7 | 10 Aug 1950 |
| | VC-7 redesign. VAH-7 | 01 Nov 1955 |
| | VAH-7 redesign. RVAH-7 | 01 Dec 1964 |
| | RVAH-7 disest. | 28 Sep 1979 |
| | (See RVAH-7 history records) | |
| VAH-8 | Est. as VAH-8 | 01 May 1957 |
| | VAH-8 disest. | 17 Jan 1968 |
| VAH-9 | Est. as VC-9 | 15 Jan 1953 |
| | VC-9 redesign. VAH-9 | 01 Nov 1955 |
| | VAH-9 redesign. RVAH-9 | 03 Jun 1964 |
| | RVAH-9 disest. | 30 Sep 1977 |
| | (See RVAH-9 history records) | |
| VAH-10 | Est. as VAH-10 | 01 May 1961 |
| | VAH-10 redesign. VAQ-129 | 01 Sep 1970 |
| | (See VAQ-129 history records) | |
| VAH-11 | Est. as VC-8 | 03 Dec 1951 |
| | VC-8 redesign. VAH-11 | 01 Nov 1955 |
| | VAH-11 redesign. RVAH-11 | 01 Jul 1966 |
| | RVAH-11 disest. | 01 Jun 1975 |
| | (See RVAH-11 history records) | |
| VAH-13 | Est. as VAH-13 | 03 Jan 1961 |
| | VAH-13 redesign. RVAH-13 | 01 Nov 1964 |
| | RVAH-13 disest. | 30 Jun 1976 |

Heavy Attack Squadrons (VAH)—Continued

| <i>Squadron Designation</i> | <i>Lineage</i> | <i>Action Date</i> |
|---------------------------------|--|------------------------|
| | (See RVAH-13 history records) | |
| VAH-15 | Est. as VAH-15 | 15 Jan 1958 |
| | VAH-15 disest. | 15 Feb 1959 |
| VAH-16 | Est. as VAH-16 | 15 Jan 1958 |
| | VAH-16 disest. | 30 Jan 1959 |
| VAH-21 | Est. as VAH-21 | 01 Sep 1968 |
| | VAH-21 disest. | 16 Jun 1969 |
| VAH-123 | Est. as Heavy Attack Training Unit, Pacific | 15 Jun 1957 |
| | Redesig. VAH-123 | 29 Jun 1959 |
| | VAH-123 disest. | 01 Feb 1971 |

Attack Mining Squadron (VA(HM))

| <i>Squadron Designation</i> | <i>Lineage</i> | <i>Action Date</i> |
|---------------------------------|-----------------------------|------------------------|
| VA(HM)-10 | To active duty as VP-772 | 01 Sep 1950 |
| | VP-772 redesign. VP-17 | 04 Feb 1953 |
| | VP-17 redesign. VA(HM)-10 | 01 Jul 1956 |
| | VA(HM)-10 redesign. VP-17 | 01 Jul 1959 |
| | (See VP-17 history records) | |
| VA(HM)-13 | Est. as VB-104 | 10 Apr 1943 |
| | VB-104 redesign. VPB-104 | 01 Oct 1944 |
| | VPB-104 redesign. VP-104 | 15 May 1946 |
| | VP-104 redesign. VP-HL-4 | 15 Nov 1946 |
| | VP-HL-4 redesign. VP-24 | 01 Sep 1948 |
| | VP-24 redesign. VA(HM)-13 | 01 Jul 1956 |
| | VA(HM)-13 redesign. VP-24 | 01 Jul 1959 |
| | (See VP-24 history records) | |

Tactical Aerial Refueling Squadron (VAK)

| <i>Squadron Designation</i> | <i>Lineage</i> | <i>Action Date</i> |
|---------------------------------|---------------------------|------------------------|
| VAK-208 | Est. as VAQ-208 | 31 Jul 1970 |
| | VAQ-208 redesign. VAK-208 | 01 Oct 1979 |
| | VAK-208 disest. | 30 Sep 1989 |
| VAK-308 | Est. as VAQ-308 | 02 May 1970 |
| | VAQ-308 redesign. VAK-308 | 01 Oct 1979 |
| | VAK-308 disest. | 30 Sep 1988 |

Light Attack Squadron (VAL)

| <i>Squadron Designation</i> | <i>Lineage</i> | <i>Action Date</i> |
|---------------------------------|----------------|------------------------|
| VAL-4 | Est. as VAL-4 | 03 Jan 1969 |
| | VAL-4 disest. | 10 Apr 1972 |

Heavy Photographic Squadron (VAP)

| <i>Squadron Designation</i> | <i>Lineage</i> | <i>Action Date</i> |
|---------------------------------|-------------------------|------------------------|
| VAP-61 | Est. as VP-61 | 20 Jan 1951 |
| | VP-61 redesign. VJ-61 | 05 Mar 1952 |
| | VJ-61 redesign. VAP-61 | Apr 1956 |
| | VAP-61 redesign. VCP-61 | 01 Jul 1959 |
| | VCP-61 redesign. VAP-61 | 01 Jul 1961 |
| | VAP-61 disest. | 01 Jul 1971 |

Heavy Photographic Squadron (VAP)—Continued

| <i>Squadron Designation</i> | <i>Lineage</i> | <i>Action Date</i> |
|---------------------------------|------------------------|------------------------|
| VAP-62 | Est. as VJ-62 | 10 Apr 1952 |
| | VJ-62 redesign. VAP-62 | 02 Jul 1956 |
| | VAP-62 disest. | 15 Oct 1969 |

Strike Fighter Squadron (VFA)

| <i>Squadron Designation</i> | <i>Lineage</i> | <i>Action Date</i> |
|---------------------------------|--|------------------------|
| VFA-15 | Est. as VA-67 | 01 Aug 1968 |
| | VA-67 redesign. VA-15 | 02 Jun 1969 |
| | VA-15 redesign. VFA-15 | 01 Oct 1986 |
| VFA-22 | Est. as VF-63 | 27 Jul 1948 |
| | VF-63 redesign. VA-63 | Mar 1956 |
| | VA-63 redesign. VA-22 | 01 Jul 1959 |
| | VA-22 redesign. VFA-22 | 04 May 1990 |
| VFA-25 | Est. as VT-17 | 01 Jan 1943 |
| | VT-17 redesign. VA-6B | 15 Nov 1946 |
| | VA-6B redesign. VA-65 | 27 Jul 1948 |
| | VA-65 redesign. VA-25 | 01 Jul 1959 |
| | VA-25 redesign. VFA-25 | 01 Jul 1983 |
| VFA-27 | Est. as VA-27 | 01 Sep 1967 |
| | VA-27 redesign. VFA-27 | 24 Jan 1991 |
| VFA-37 | Est. as VA-37 | 01 Jul 1967 |
| | VA-37 redesign. VFA-37 | 28 Nov 1990 |
| VFA-81 | Est. as VA-66 | 01 Jul 1955 |
| | VA-66 redesign. VF-81 on the same day it was est. as VA-66 | 01 Jul 1955 |
| | VF-81 redesign. VA-81 | 01 Jul 1959 |
| | VA-81 redesign. VFA-81 | 04 Feb 1988 |
| VFA-82 | Est. as VA-82. | 01 May 1967 |
| | VA-82 redesign. VFA-82 | 13 Jul 1987 |
| VFA-83 | Reserve sqd. VF-916 called to active duty | 01 Feb 1951 |
| | VF-916 redesign. VF-83 | 04 Feb 1953 |
| | VF-83 redesign. VA-83 | 01 Jul 1955 |
| | VA-83 redesign. VFA-83 | 03 Mar 1988 |
| VFA-86 | Reserve sqd. VF-921 called to active duty | 01 Feb 1951 |
| | VF-921 redesign. VF-84 | 04 Feb 1953 |
| | VF-84 redesign. VA-86 | 01 Jul 1955 |
| | VA-86 redesign. VFA-86 | 15 Jul 1987 |
| VFA-87 | Est. as VA-87 | 01 Feb 1968 |
| | VA-87 redesign. VFA-87 | 01 May 1986 |
| VFA-94 | Est. as VF-94 | 26 Mar 1952 |
| | VF-94 redesign. VA-94 | 01 Aug 1958 |
| | VA-94 redesign. VFA-94 | 28 Jun 1990 |
| VFA-97 | Est. as VA-97 | 01 Jun 1967 |
| | VA-97 redesign. VFA-97 | 24 Jan 1991 |
| VFA-105 | Est. as VA-105 | 04 Mar 1968 |
| | VA-105 redesign. VFA-105 | 17 Dec 1990 |
| VFA-106 | Est. as VFA-106 | 27 Apr 1984 |
| VFA-113 | Est. as VF-113 | 15 Jul 1948 |
| | VF-113 redesign. VA-113 | Mar 1956 |
| | VA-113 redesign. VFA-113 | 25 Mar 1983 |
| VFA-125 | Est. as VFA-125 | 13 Nov 1980 |
| VFA-127 | Est. as VA-127 | 15 Jun 1962 |
| | VA-127 redesign. VFA-127 | 01 Mar 1987 |
| VFA-131 | Est. as VFA-131 | 03 Oct 1983 |

Strike Fighter Squadron (VFA)

| <i>Squadron Designation</i> | <i>Lineage</i> | <i>Action Date</i> |
|---------------------------------|--------------------------|------------------------|
| VFA-132 | Est. as VFA-132 | 03 Jan 1984 |
| | VFA-132 disest. | 01 Jun 1992 |
| VFA-136 | Est. as VFA-136 | 01 Jul 1985 |
| VFA-137 | Est. as VFA-137 | 01 Jul 1985 |
| VFA-146 | Est. as VA-146 | 01 Feb 1956 |
| | VA-146 redesign. VFA-146 | 21 Jul 1989 |
| VFA-147 | Est. as VA-147 | 01 Feb 1967 |
| | VA-147 redesign. VFA-147 | 20 Jul 1989 |
| VFA-151 | Est. as VF-23 | 06 Aug 1948 |
| | VF-23 redesign. VF-151 | 23 Feb 1959 |
| | VF-151 redesign. VFA-151 | 01 Jun 1986 |
| VFA-161 | Est. as VF-161 | 01 Sep 1960 |
| | VF-161 redesign. VFA-161 | 01 Jun 1986 |
| | VFA-161 disest. | 01 Apr 1988 |
| VFA-192 | Est. as VF-153 | 26 Mar 1945 |
| | VF-153 redesign. VF-15A | 15 Nov 1946 |
| | VF-15A redesign. VF-151 | 15 Jul 1948 |

Strike Fighter Squadron (VFA)

| <i>Squadron Designation</i> | <i>Lineage</i> | <i>Action Date</i> |
|---------------------------------|--------------------------|------------------------|
| VFA-195 | VF-151 redesign. VF-192 | 15 Feb 1950 |
| | VF 192 redesign. VA-192 | 15 Mar 1956 |
| | VA-192 redesign. VFA-192 | 10 Jan 1986 |
| | Est. as VT-19 | 15 Aug 1943 |
| | VT-19 redesign. VA-20A | 15 Nov 1946 |
| VFA-203 | VA-20A redesign. VA-195 | 24 Aug 1948 |
| | VA-195 redesign. VFA-195 | 15 Apr 1985 |
| | Est. as VA-203 | 01 Jul 1970 |
| VFA-204 | VA-203 redesign. VFA-203 | 01 Oct 1989 |
| | Est. as VA-204 | 01 Jul 1970 |
| | VA-204 redesign. VFA-204 | 01 May 1991 |
| VFA-303 | Est as VA-303 | 01 Jul 1970 |
| | VA-303 redesign. VFA-303 | 01 Jan 1984 |
| | VFA-303 disest. | 31 Dec 1994 |
| VFA-305 | Est. as VA-305 | 01 Jul 1970 |
| | VA-305 redesign. VFA-305 | 01 Jan 1987 |
| | VFA-305 disest. | 31 Dec 1994 |

APPENDIX 7

Types of Aircraft Listed in the Squadron Histories

THE FOLLOWING TYPES OF AIRCRAFT are listed in the Aircraft Assignment section of the squadron histories covered in this book.

| <i>Aircraft Designation</i> | <i>Popular Name</i> | <i>Manufacturer</i> |
|-----------------------------|---------------------|---------------------|
| A-1E (see AD-5) | Skyraider | Douglas |
| A-1H (see AD-6) | Skyraider | Douglas |
| A-1J (see AD-7) | Skyraider | Douglas |
| A-3A (see A3D-1) | Skywarrior | Douglas |
| A-3B (see A3D-2) | Skywarrior | Douglas |
| A-4B (see A4D-2) | Skyhawk | Douglas |
| A-4C (see A4D-2N) | Skyhawk | Douglas |
| A-4E | Skyhawk | Douglas |
| A-4F | Skyhawk | Douglas |
| A-4L | Skyhawk | Douglas |
| A-5 (see A3J) | Vigilante | North American |
| A-6A | Intruder | Grumman |
| A-6B | Intruder | Grumman |
| A-6C | Intruder | Grumman |
| A-6E | Intruder | Grumman |
| A-7A | Corsair II | Vought |
| A-7B | Corsair II | Vought |
| A-7C | Corsair II | Vought |
| A-7E | Corsair II | Vought |
| AD-1 | Skyraider | Douglas |
| AD-1Q | Skyraider | Douglas |
| AD-2 | Skyraider | Douglas |
| AD-2Q | Skyraider | Douglas |
| AD-3 | Skyraider | Douglas |
| AD-3N | Skyraider | Douglas |
| AD-3Q | Skyraider | Douglas |
| AD-4 | Skyraider | Douglas |
| AD-4B | Skyraider | Douglas |
| AD-4L | Skyraider | Douglas |
| AD-4N | Skyraider | Douglas |
| AD-4NA | Skyraider | Douglas |
| AD-4NL | Skyraider | Douglas |
| AD-4Q | Skyraider | Douglas |
| AD-5 (Redesignated A-1E) | Skyraider | Douglas |
| AD-5N | Skyraider | Douglas |
| AD-5Q | Skyraider | Douglas |
| AD-6 (Redesignated A-1H) | Skyraider | Douglas |
| AD-7 (Redesignated A-1J) | Skyraider | Douglas |
| AF | Guardian | Grumman |
| AJ-2 | Savage | North American |
| AJ-2P | Savage | North American |
| AM-1 | Mauler | Martin |
| AP-2H | Neptune | Lockheed |
| A3D-1 (Redesignated A-3A) | Skywarrior | Douglas |
| A3D-1P | Skywarrior | Douglas |

| <i>Aircraft Designation</i> | <i>Popular Name</i> | <i>Manufacturer</i> |
|-----------------------------|---------------------|-----------------------------------|
| A3D-1Q | Skywarrior | Douglas |
| A3D-2 (Redesignated A-3B) | Skywarrior | Douglas |
| A3D-2P (Redesignated RA-3B) | Skywarrior | Douglas |
| A3D-2Q | Skywarrior | Douglas |
| A3D-2T (Redesignated TA-3B) | Skywarrior | Douglas |
| A3J (Redesignated A-5) | Vigilante | North American |
| A4D-1 | Skyhawk | Douglas |
| A4D-2 (Redesignated A-4B) | Skyhawk | Douglas |
| A4D-2N (Redesignated A-4C) | Skyhawk | Douglas |
| BG-1 | | Great Lakes |
| BM-1 | | Martin |
| BM-2 | | Martin |
| BT-1 | | Northrop |
| CS-1 | | Curtiss |
| DT-2 | | Douglas/NAF/ LWF/Dayton-Wright |
| F-3B (see F3H-2) | Demon | McDonnell |
| F-4B | Phantom II | McDonnell |
| F-4J | Phantom II | McDonnell |
| F-4N | Phantom II | McDonnell |
| F-4S | Phantom II | McDonnell |
| F-5E | Tiger II | Northrop |
| F-5F | Tiger II | Northrop |
| F-8A (see F8U-1) | Crusader | Vought |
| F-8B (see F8U-1E) | Crusader | Vought |
| F-8C (see F8U-2) | Crusader | Vought |
| F-8D (see F8U-2N) | Crusader | Vought |
| F-8E (see F8U-NE) | Crusader | Vought |
| F/A-18 | Hornet | McDonnell-Douglas |
| F/A-18A | Hornet | McDonnell-Douglas |
| F/A-18B | Hornet | McDonnell-Douglas |
| F/A-18C | Hornet | McDonnell-Douglas |
| F/A-18D | Hornet | McDonnell-Douglas |
| FG-1 | Corsair | Goodyear |
| FG-1D | Corsair | Goodyear |
| FH-1 | Phantom | McDonnell |
| FJ-3 | Fury | North American |
| FJ-3M | Fury | North American |
| FJ-4 | Fury | North American |
| FJ-4B | Fury | North American |
| FM-2 | Wildcat | General Motors |
| F2H-1 | Banshee | McDonnell |
| F2H-2 | Banshee | McDonnell |
| F2H-2B | Banshee | McDonnell |
| F2H-3 | Banshee | McDonnell |
| F2H-4 | Banshee | McDonnell |
| F3D-2 | Skyknight | Douglas |
| F3H-2 (Redesignated F-3B) | Demon | McDonnell |
| F3H-2M | Demon | McDonnell |
| F4D-1 | Skyray | Douglas |
| F4U | Corsair | Vought |
| F4U-1 | Corsair | Vought |

| <i>Aircraft Designation</i> | <i>Popular Name</i> | <i>Manufacturer</i> | <i>Aircraft Designation</i> | <i>Popular Name</i> | <i>Manufacturer</i> |
|-------------------------------|---------------------|--------------------------|-----------------------------|---------------------|---------------------|
| F4U-1D | Corsair | Vought | SB2A | Buccaneer | Brewster |
| F4U-4 | Corsair | Vought | SB2C-1 | Helldiver | Curtiss |
| F4U-4B | Corsair | Vought | SB2C-1C | Helldiver | Curtiss |
| F4U-5 | Corsair | Vought | SB2C-3 | Helldiver | Curtiss |
| F6F | Hellcat | Grumman | SB2C-4 | Helldiver | Curtiss |
| F6F-3 | Hellcat | Grumman | SB2C-4E | Helldiver | Curtiss |
| F6F-5 | Hellcat | Grumman | SB2C-5 | Helldiver | Curtiss |
| F6F-5N | Hellcat | Grumman | SB2U-1 | Vindicator | Vought/Sikorsky |
| F6F-5P | Hellcat | Grumman | SB2U-2 | Vindicator | Vought/Sikorsky |
| F7F-4N | Tigercat | Grumman | SC-1 | | Martin |
| F7U-3 | Cutlass | Vought | SC-2 | | Martin |
| F7U-3M | Cutlass | Vought | S2F-1 | Tracker | Grumman |
| F8F | Bearcat | Grumman | T-28B | Trojan | North American |
| F8F-1 | Bearcat | Grumman | T-28C | Trojan | North American |
| F8F-1B | Bearcat | Grumman | T-34C | Mentor | Beech |
| F8F-2 | Bearcat | Grumman | T-38B | Talon | Northrop |
| F8U-1 (Redesignated F-8A) | Crusader | Vought | T-39D | Sabreliner | North American |
| F8U-1E (Redesignated F-8B) | Crusader | Vought | TA-3B (see A3D-2T) | Skywarrior | Douglas |
| F8U-1P (Redesignated RF-8A) | Crusader | Vought | TA-4B | Skyhawk | Douglas |
| F8U-2 (Redesignated F-8C) | Crusader | Vought | TA-4F | Skyhawk | Douglas |
| F8U-2N (Redesignated F-8D) | Crusader | Vought | TA-4J | Skyhawk | Douglas |
| F8U-2NE (Redesignated F-8E) | Crusader | Vought | TA-7C | Corsair II | Vought |
| F9F-2 | Panther | Grumman | TB-1 | | Boeing |
| F9F-2B | Panther | Grumman | TBD-1 | Devastator | Douglas |
| F9F-3 | Panther | Grumman | TBF-1 | Avenger | Grumman |
| F9F-5 | Panther | Grumman | TBF-1C | Avenger | Grumman |
| F9F-6 | Cougar | Grumman | TBF-1P | Avenger | Grumman |
| F9F-8 | Cougar | Grumman | TBM-1 | Avenger | General Motors |
| F9F-8B | Cougar | Grumman | TBM-1C | Avenger | General Motors |
| F9F-8T (Redesignated TF-9J) | Cougar | Grumman | TBM-1D | Avenger | General Motors |
| KA-3B | Skywarrior | Douglas | TBM-3 | Avenger | General Motors |
| KA-6D | Intruder | Grumman | TBM-3E | Avenger | General Motors |
| O-2A | | Cessna | TBM-3J | Avenger | General Motors |
| OV-10A | Bronco | North American | TBM-3N | Avenger | General Motors |
| PB4Y-1P (Redesignated P4Y-1P) | Liberator | Consolidated | TBM-3Q | Avenger | General Motors |
| P2V-3B | Neptune | Lockheed | TBM-3S | Avenger | General Motors |
| P4Y-1P (see PB4Y-1P) | Liberator | Consolidated | TBM-3W | Avenger | General Motors |
| QT-38A | Talon | Northrop | TBY | Seawolf | Vought/Consolidated |
| RA-3B (see A3D-2P) | Skywarrior | Douglas | TC-4C | Academe or | Grumman |
| RF-8A (see F8U-1P) | Crusader | Vought | | Gulfstream | |
| SBC-4 | Helldiver | Curtiss | TF-1Q | Trader | Grumman |
| SBD-3 | Dauntless | Douglas | TF-9J (see F9F-8T) | Cougar | Grumman |
| SBD-3P | Dauntless | Douglas | TF/A-18A | Hornet | McDonnell-Douglas |
| SBD-4 | Dauntless | Douglas | TG-1 | | Great Lakes |
| SBD-5 | Dauntless | Douglas | TG-2 | | Great Lakes |
| SBD-6 | Dauntless | Douglas | TV-2 | Shooting Star | Lockheed |
| SBF-4E | Helldiver | Canadian Fairchild | T2D-1 | | Douglas |
| SBW-3 | Helldiver | Canadian Car and Foundry | T3M-2 | | Martin |
| | | | T4M-1 | | Martin |
| SBW-4E | Helldiver | Canadian Car and Foundry | XBT2D-1 (see AD or A-1) | Dauntless II | Douglas |
| SBW-5 | Helldiver | Canadian Car and Foundry | YOV-10D | Bronco | North American |

Glossary of Abbreviations and Terms

| | |
|------------------|---|
| AMRAAM | Advanced Medium Range Air-to-Air Missile |
| ACV | Designation for Escort Carriers or Auxiliary Aircraft Carrier |
| ADM | Admiral |
| AFEM | Armed Forces Expeditionary Medal |
| AG | Air Group |
| AGMR | Major Communications Relay Ship |
| AirDet | Air Detachment |
| AKV | Aircraft Ferry, later Cargo Ship and Aircraft Ferry |
| a.p. | Armor piercing |
| ARM | Antiradiation Missile |
| ASW | Antisubmarine Warfare |
| ATG | Air Task Group |
| AVG | Designation for Escort Carriers |
| AVT | Designation for Training Aircraft Carrier |
| BuAer | Bureau of Aeronautics |
| CAINS | Carrier Aircraft Inertial Navigation System |
| CAP | Combat Air Patrol |
| CAPT | Captain |
| Carib | Caribbean Sea |
| CDR | Commander |
| C.O. | Commanding Officer |
| COD | Carrier on board delivery |
| COMFAIR | Commander Fleet Air |
| COMHATWING | Commander Heavy Attack Wing |
| COMLATWING | Commander Light Attack Wing |
| COMMATWING | Commander Medium Attack Wing |
| COMOPDEVFOR | Commander Operational Development Force United States Fleet |
| COMSTRKFIGHTWING | Commander Strike Fighter Wing |
| CONUS | Continental United States |
| CNO | Chief of Naval Operations |
| CV | Designation for Aircraft Carrier |
| CVA | Designation for Attack Aircraft Carrier |
| CVAG | Attack Carrier Air Groups |
| CVAN | Designation for Attack Aircraft Carrier, Nuclear-powered |
| CVB | Designation for Aircraft Carrier, Large |
| CVBG | Battle Carrier Air Groups |
| CVE | Designation for Aircraft Carrier, Escort |
| CVEG | Escort Carrier Air Groups |
| CVG | Carrier Air Group |
| CVG(N) | Night Carrier Air Groups |
| CVHA | Assault Helicopter Aircraft Carrier |
| CVHE | Escort Helicopter Aircraft Carrier |
| CVL | Designation for Aircraft Carrier, Small |
| CVLG | Light Carrier Air Groups |
| CVN | Designation for Aircraft Carrier, Nuclear |
| CVS | Designation for Antisubmarine Support Aircraft Carrier |
| CVSG | Antisubmarine Carrier Air Groups |
| CVT | Designation for Training Aircraft Carrier |
| CVW | Carrier Air Wing |
| CVU | Designation for Utility Aircraft Carrier |

| | |
|---------------|--|
| Disest. | Disestablished |
| DMZ | Demilitarized Zone |
| ECM | Electronic Countermeasures |
| Enter | Enterprise (CV 6) |
| Enter AG | Enterprise Air Group |
| Est. | Established |
| FEWSG | Fleet Electronic Warfare Support Group |
| FMS | Foreign Military Sales |
| ft | Feet |
| FY | Fiscal Year |
| g.p. | General purpose |
| HARM | High speed antiradiation missile |
| hp | horsepower |
| HSM | Humanitarian Service Medal |
| HVAR | High Velocity Aircraft Rocket |
| IFF | Identification Friend or Foe |
| in | inch |
| IO | Indian Ocean |
| JATO | Jet Assisted Takeoff |
| JMUA | Joint Meritorious Unit Award |
| KIA | Killed in action |
| KLM | Kuwait Liberation Medal |
| KPUC | Korean Presidential Unit Citation |
| KSM | Korean Service Medal |
| Lant | Atlantic |
| lbs | Pounds |
| LCDR | Lieutenant Commander |
| Lex | Lexington (CV 2) |
| Lex AG | Lexington Air Group |
| LPH | Amphibious Assault Ship |
| LSO | Landing Signal Officer |
| LT | Lieutenant |
| LT (jg) | Lieutenant Junior Grade |
| MAD | Magnetic Airborne (or Anomaly) Detection |
| MAG | Marine Air Group |
| MAW | Marine Air Wing |
| MCAS | Marine Corps Air Station |
| Med | Mediterranean Sea |
| MIA | Missing in action |
| MiG | Russian designated aircraft designed by Artem I. Mikoyan and Mikhail I. Gurevich |
| MUC | Meritorious Unit Commendation |
| NAAF | Naval Air Auxiliary Facility |
| NAAS | Naval Air Auxiliary Station |
| NAF | Naval Air Facility |
| NALCOLANTUNIT | Naval Air Logistics Controll Office, Atlantic Unit |
| NAS | Naval Air Station |
| NATO | North Atlantic Treaty Organization |
| NAVE | Navy Battle E Ribbon |
| NDSM | National Defense Service Medal |
| NEM | Navy Expeditionary Medal |
| NFO | Naval Flight Officer |

| | |
|----------|---|
| nm | Nautical mile |
| NorLant | Northern Atlantic Ocean |
| NorPac | Northern Pacific |
| NS | Naval Station |
| NUC | Navy Unit Commendation |
| NVG | Night Vision Goggle |
| Ops | Operations |
| ORI | Operational Readiness Inspection |
| Pac | Pacific |
| POL | Petroleum, oil, lubricants |
| POW | Prisoner of war |
| PUC | Presidential Unit Citation |
| RADM | Rear Admiral |
| RCVG | Replacement Air Group (later Combat Readiness Air Group) |
| RCVW | Combat Readiness Air Wing |
| Redesig. | Redesignated |
| RIO | Radar Intercept Officer |
| RN | Royal Navy |
| RVAH | Reconnaissance Attack Squadron |
| RVNGC | Republic of Vietnam Meritorious Unit Citation (Gallantry Cross Medal Color with Palm) |
| SAM | Surface to air missile |
| SAR | Search and rescue |
| Sara | Saratoga (CV 3) |
| Sara AG | Saratoga Air Group |
| SASM | Southwest Asia Service Medal |
| SEALS | Sea-air-land team |
| SoLant | Southern Atlantic Ocean |
| SoPac | South Pacific |
| sq | Square |
| TACAN | Tactical Air Navigation (system) |
| t.o. | Takeoff |
| TWA | Trans World Airlines |
| UNSM | United Nations Service Medal |
| USAT | U.S. Army Transport |
| USMC | United States Marine Corps |
| USN | United States Navy |
| USNS | United States Naval Ship |
| VA | Attack Squadron |
| VA(AW) | All-Weather Attack Squadron |
| VADM | Vice Admiral |
| VAH | Heavy Attack Squadron |
| VA(HM) | Attack Mining Squadron |
| VAK | Tactical Aerial Refueling Squadron |
| VAL | Light Attack Squadron |
| VAP | Heavy Photographic Squadron |
| VAQ | Carrier Tactical Electronics Warfare Squadron |
| VAW | All-Weather Airborne Early Warning Squadron or Carrier Airborne Early Warning Squadron |
| VB | Bombing Squadron |
| VBF | Bomber-Fighter Squadron |
| VC | Composite Squadron |

| | |
|---------|---|
| VCP | Photographic Reconnaissance Squadron Composite |
| VGS | Escort Scouting Squadron |
| VF | Fighting Plane Squadron or Fighter Squadron |
| VFA | Fighter Attack Squadron or Strike Fighter Squadron |
| VJ | Reconnaissance Squadron or Photographic Squadron |
| VNSM | Vietnam Service Medal |
| VP | Patrol Squadron |
| VS | Scouting Squadron or Carrier Antisubmarine Squadron |
| VSF | Antisubmarine Fighter Squadron |
| VT | Torpedo Squadron |
| VX | Aircraft Development Squadron |
| WestPac | Western Pacific Ocean |
| York | Yorktown (CV 5) |
| York AG | Yorktown Air Group |
| 1st | First |
| 2nd | Second |

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